VOLUME 175, JANUARY 1992 CIRCULATION: 48,000





GENTRY-ANDERSON

- Power, Water, Air available at each layday space
- Clean, Modern Restrooms in the Yard
- 60 ton TRAVELIFT 18' Beam
- Fully Paved Boat Yard
- Services currently available at our Marine Center:
- full service convenience store plus fuel tank cleaning
- boat maintenance, detailing, custom canvas and sewing
- marine mechanical, electrical and technical service schools
- engine, refrigeration, electrical & air conditioning experts
- galley, head and house remodeling and refacing
- navigation/communication equipment and electrical services
- construction, repair & custom interior modifications
- hull cleaning and zinc replacement

Leasing Office Open Daily (510) 865-1200

2099 Grand Street, Alameda, CA 94501

John's thought for the month:

"Don't be penny wise and pound foolish in these tough economic times. A few dollars worth of zincs today can save you thousands in underwater metal damage tomorrow. This month you can save an extra 10% on zincs with your haulout at Grand Marina if you bring in this ad"



Take the 23rd Ave. exit off 880 to the Park St. Bridge. Turn right at the first light onto Clement St. Go one mile and turn right onto Grand St. and proceed to the marina.

Play Your Cards Right!



1991 brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

1992 offers new opportunities for mastering the many techniques of sailing. New Pineapple sails and the advice and service that go with them stack the deck in your favor.

Don't gamble. Give us a call today.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped of at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley



PINEAPPLE SAILS (510) 444-4321

*Powered by Pineapples

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

THIS IS A GOOD TIME TO SELL YOUR BOAT!

We currently have qualified buyers looking for clean quality listings.
List your boat with us now if you want results.

ON DISPLAY

PARTIAL LISTING



BENETEAU 38. Unique twin aft cabins. Autopilot, Loran, 7 bags, furling jib. \$85,000.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. \$195,000.



1985 CATALINA 27. Super clean, features diesel, wheel steering, roller furling jib, and Loran. New epoxy bottom. \$17,900.



1989 PEARSON 37. The easiest to handle, most comfortable 37 footer on the Bay. Mint condition. 128,000.



PEARSON 39, 1972. Serious cruisers: This cruise vet is a "must see". Properly equipped and well maintained. \$62,500.



1991 NIAGRA 35. Spacious cruiser with plenty of equipment. Unique cabin layout. canadian quality. \$59,500.

11 MARIEHOLM, 1971	,500
25' CAL, 19684 26' YAMAHA, diesel, 198421	,000
26' YAMAHA, diesel, 1984 21	,500
27' CATALINA, diesel, 1985 18	,900
27' CAL 27 MKIII 24	,900
29' BAYFIELD pocket cruiser 24	,900
30' PEARSON, diesel, furling 19	,500
30' BENETEÁU 305, '85, beauty 44	.500
30' CATALINA, 197523	.500
30' SANTANA, 197625	.000
32' ISLANDER, 197728	.500
32' VALIANT, epoxy bottom 45	000
	000
32' ERICSON24 34' WYLIE, 198039	
35' BREWER CUTTER, 1979 74	,300
34' BENETEAU 350, 1989 89	,000
35' NIAGRA, 1981 2 from 59	,500
35' ERICSON, 197534	,500
36¹ FREEDOM, 1975114 36¹ PEARSON, 198585	,500
36' PEARSON, 198585	,000
36' S-2, 1979, ctr cockpit ,72	
37' PEARSON, 1989129	,000
37' BENETEAU 375, 1987 87	,500
37' HUNTER, 1980, cutter rig 54	,900
37' TAYANA, 198589	,500
38' SABRE, 1988159	,000
38' BENETEAU, '84, twn aft chns85	,000
38' MORGAN, 198861	,000
38' FARALLONE, 195925	,000
38' HANS CHRISTIAN T, 1986 135	,000
39 [°] PEARSON, 1972, loaded 62	,500
39' CAL39	,000
40' PASSPORT189	,000
40' BENETEAU, '84, IOR 1-ton 115 40' BERMUDA, Hinckley, '64 134	,000
40' BERMUDA, Hinckley, '64 134	.000
40' BENETEAU 405, 1989 130	.000
41' HINCKLEY, 1965120	.000
41' PASSPORT, 1989195	.000
41' NELSON-MAREK, 1982 59	
41' (&C, 1984114	500
43' MASON 125	5 000
43' CHEOY LEE mtr sailr, '88 249	500
43' BENETEAU Oceanis 430 '90 . 174	
43' BENETEAU OCEANS 430 '90, 174 44' LAFITTE140	
44' ALDEN CUTTER, 1983 265	
45' BENETEAU 45F5, 1991 239	
47' RHODES motorsailer, 1971 125	
49' HINCKLEY, 1973285	
50' PASSPORT, 1990495	,,000
51' PASSPORT, '83, etr cockpit. 325	,000
53' MASON, 198432	
54' MAPLE LEAF, 1979 215	
59' HINCKLEY SOU'WESTER, '84 59	5,000



1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (510) 236-2633 FAX (510) 234-0118

CONTENTS

subscriptions	6
calendar	18
letters	28
loose lips	68
sightings	72
sfyc fall series	86
'92 crew list	90
another a-cup preview	94
keeping the mate happy	100
max ebb	106
winners, part III	112
world of charter	116
the racing sheet	126
changes in latitudes	136
classy classifieds	150
brokerage	159
advertiser's index	159

COVER PHOTO: Latitude/rs
A Blast From The Past
Zamazaan – 1982 Clipper Cup

Graphic Design: K. Toms
Copyright 1991 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal salling audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mall. Send all submissions to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. For more specific Information, request writers' guidelines from the above address.

BENETEAU GIVES YOU MORE

QUALITY: For 105 years, Beneteau has been building some of the world's best sailboats. Ask any knowledgable person about Beneteau, their reputation is one of the best in the industry. Of course, their exclusive BWS lamination system and 10 year warranty only reinforce Beneteau's reputation as the industry leader.

VALUE: When the time comes to sell your Beneteau you will get more for it simply because people want Beneteaus. If you own a Beneteau you will not be paying for costly survey or blister repairs at the time of sale. When you combine high demand with solid durable construction, you can depend on a high resale value.

PERFORMANCE: From the Admiral's cup to the Whitbread Around the World race Beneteau has achieved outstanding results in grueling offshore racing events. Perhaps a more important measure of performance is the extreme owner loyalty and satisfaction which Beneteau has earned by building superior boats and taking care of every single owner if a problem arises.

STANDARD FEATURES: No other boats have as much high quality equipment and standard features as the Beneteaus.



First 35s5

Beneteau Standard Features	i i !	chot of	CHOCK PARTY OF THE	indias in the second	or or	Stilles !	Silves !	all site	Aug S		ST S	uddet		* K	1 / S	Conde		A STATE OF THE PARTY OF THE PAR	of Hale	Sol Sol	Storill See	State State
First 53f5	Std.	Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.	Oot.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
First 45f5	Std.	Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 41s5	Std.	Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
First 38s5	Std.	Std.	Std.	Std	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
First 35s5	Std.		Std.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
First 32s5	Std.		Opt.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
First 310	Std.		Opt.	Opt	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Oceanis 510	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Oceanis 440	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Oceanis 390	Std.	Std.	Std.	Std.	Std.		Std.				Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Oceanis 370	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Oceanis 350	Std.	Std.	Std.	Std.	Std.		Std.				Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.

SEE THE FOLLOWING BENETEAUS ON DISPLAY AT OR DOCKS NOW!

OCEANIS: 430 ~ 390 ~ 370 ~ 350 FIRST: 45f5 ~ 38s5 ~ 35s5 ~ 32s5 ~ 310



BENETEAU FIRST 38s5

A stunning new model with a choice of teak or mahogany interior, high tech rigging, all the comfort amenities, rugged construction and

.....PERFORMANCE

Very few boats finished the last race of the 1991 S.O.R.C. due to severe weather conditions and rig failures. A stock Beneteau First 38s5 not only won this gruling race, but also won the overall series.





1220 Brickyard Cove Pt. Richmond, CA 94801 (510) 236-2633 Fax (510) 234-0118



BENETEAU OCEANIS 370

This all new and totally modern performance cruising boat is loaded with style, convenience and......

.....COMFORT

Only one modern offshore cruising boat comes equipped with furling genoa and mainsail systems, a separate shower room, windlass, a light spacious interior, and a full 10 year structural and blister warranty. That boat is the new Beneteau Oceanis 370!!!

SAVE 10% at Richmond Boat Works

BOTTOM LINE DISCOUNT OFFER!

Save 10% Off
of your Total Yard Bill
By Making Reservations
For Your
January and February Haulout.
Fill out this coupon and mail, or call to make your reservation.

I WISH TO RESERVE TIME IN THE MONTH
OF_____ AT YOUR 10% DISCOUNT OFFER.
I AM INTERESTED IN THE FOLLOWING WORK TO BE
COMPLETED ON MY BOAT:

☐ Keel ☐ Hull ☐ Rigging ☐ Hardware ☐ Fuel System ☐ Reefing/Self-Furling ☐ Other	☐Deck ☐Structural ☐Engine ☐Electrical ☐Custom Painting
BOAT NAME	
TYPE	LENGTH
NAME	
ADDRESS	
PHONE ()	

616 W. Cutting Boulevard Richmond, CA 94804 or call Mike at (510) 232-5800

SUBSCRIPTIONS

	Enclosed is \$45.00 for one year First Class Postage (Delivery Time 2 to 3 days) (Canada: First Class <i>Only</i>)							
	First Class Renewal							
	Enclosed is \$20.00 for one year Third Class Postage (Delivery Time 2 to 3 weeks) Third Class Renewal							
	Gift Subscription — Gift Card to read from:							
We regret that v	We regret that we cannot accept foreign subscriptions, nor do we bill for subscriptions Check or money order must accompany subscription request.							
Name								
Address								
City	State Zip							
We h which Enclo	ution – Northern California have a distribution point in Northern California h will distribute copies of Latitude 38. hosed is our name and street address. Copies he sent via UPS at no cost to the distributor.							
	se send me further information for distribution de Northern California.							
Name								
Address								
City	State Zip							
County	Phone Number							

Latitude 38

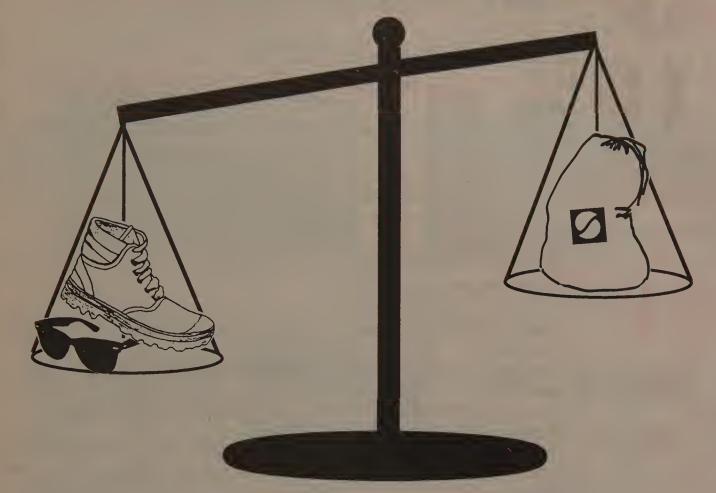
"we go where the wind blows"

Publisher & Executive Editor Co-Publisher	Richard Spindle
Managing Editor	
Associate Editor	Bob Moor
Advertising	John Arno
Advertising	Mitch Perkin
General Manager	Colleen Levin
Production	Mimi Atkinso
Bookkeeping	Robyn Ted

Printed on Recycled Paper When Available

P.O. Box 1678, Sausalito, CA 94966 (415) 383-8200 • Fax: (415) 383-5816

SOBSTAD'S ECONOMICS FOR THE 90's



Shoe's, shirts, sunglasses, cars and sails. Every year inflation raises the price 5 to 10%. In sails, your sailmaker always has the latest X, Y or Z cloth to make a better triradial sail "For just 8% more than last year.



GENESIS!

Don't let inflation weigh your sailing down. Due to modern production efficiencies 1992 Genesis sails are priced 20% LESS than in 1989. Fight inflation, beat the recession, buy Sobstad.



'Genesis'' Sails only at Sobstad





(510) 234-4334

RACING

(510) 234-8192 CRUISING

In Southern California Call: 1 (800) 750-7245 1230 BRICKYARD COVE RD., PT. RICHMOND, CA 94801



SO YOU WANT TO SELL YOUR BOAT!

Making the decision to sell a boat is not an easy one. But choosing the Broker is frequently the most overlooked portion of the decision process. Not all Brokers are the same. Not all Brokers approach the market with the same aggressiveness. Not all Brokers have a plan! Few are willing to discuss HOW they are going to market a customer's boat.

If you are in the Market for a PROFESSIONAL Broker, here are a few questions you might ask:

- 1. Does the Brokerage participate in LOCAL, STATEWIDE, and NATIONAL advertising?
- 2. Does the Brokerage belong to Multiple Listing Services that inter-connect over 500 Brokers NATIONWIDE?
- 3. Does your Brokerage have locations STATEWIDE to assure maximum exposure to the California Consumers?
- 4. Does your Brokerage have Prominent Display Basins to showcase a boat?
- 5. Does your Brokerage provide a detailed Market Analysis to properly price a boat?
- 6. Does your Brokerage Produce a Color Presentation available to Cooperating Brokers?
- 7. Does your Brokerage provide a written report on marketing, response and showings each month?
- 8. WHY NOT?

We say YES to our sellers; stop in and see what we can do for you and EXACTLY how we intend to perform our services!

BOAT BUYING MADE EASY!

Brokerage Business is a Service Business!!!

Does the Broker Listen to what YOU want?

Can the Broker research the market to find the Boat you want?

Does the Broker access the market and provide comparable pricing to assure your purchase is fairly priced? How about the Financing?

While a very SERIOUS investment, we can take the worry out and make Boat Buying FUN!!!

ALAMEDA OFFICE 2099 GRAND STREET ALAMEDA, CA 94501

CRUISING WORLD PACIFIC

GRAND MARINA, ALAMEDA

(510) 521-1929



41' PT 1983

Tired of pulling strings but still love to be on the water? Like to cruise the California Coast, the Bay and the Delta in comfort but would like to be there sooner? Well here's your chance. Twin diesel, radar, AP and much, much more. Price slashed to \$99.500.



55' TAYANA 1986

This 55' performance cruising yacht is completely equipped, even down to the flatware. If it's not on the boat, you don't need it. She's located at our docks anxiously awaiting a new owner and new adventures. Please call for appointment to view. \$310,000.



CHEOY LEE74,500 Cruise ready, loaded w/gear



41' KINGS LEGEND ..2 from 49,500 Superbly finished bluewater cruiser



43' YOUNG SUN69,500
Cutter rigged center cockpit cruiser



36' MORGAN OI .. Large liveaboard at affordable price



30' CATALINA 2 from 24,900 33' RANGER w/diesel 29,500 Most popular Bay boat ever Out of state owner wants offer





CUSTOM RACE34,950 Single-handed TransPac ready



30' CAPE DORY67,50 Virtually new boat/great equipment

27' STEEL SPRAY 29,500 28' NEWPORT. 8,900 29' ERICSON 26,500 29' ELITE 29,500 30' WILDERNESS 17,900 30' CAPE OORY ... 67,500 30' ALBERG. 24,950 30' BABA .64,000 30' CATALINA 2 from 24,900 31' CRUISING CATAMARAN .. . 49,950 32' ANASTASIA .44,500 2 from 49,500 32' WESTSAIL .28,900 32' ENDEAVOUR 33' CUSTOM RACE 34,950 33' VANGUARD. .29,500 . 29,900 33' 50VERAL 33' RANGER. .29,500 33' PEARSON 10 METER. . 34,950 33' CUSTOM STEEL ... 44,900 33' NAUTICAT... .89,900 35' FORMOSA .39,500 35' HUNTER LEGENO .74,000 36' MORGAN OUT ISLAND

00	MONORET COL IDEATO	0 . ,500
36'	NAUTILU5	75,000
36'	SABRE	110,000
36'	ISLANDER	39,500
37'	RAFIKI	85,000
	PETERSON	
38'	IRWIN	109,500
40'	COLUMBIA	44,500
40'	ENDEAVOUR	89,000
40'	BABA	139,900
	CHEOY LEE OFF5HORE 40	



BROKERS CHOICE 41' ISLANDER FREEPORT 41' KING5 LEGENO 2 from 49,500 44,900 79,000 42' FREEDOM .. 195,000 .69,500 43' GULFSTAR. .89,000 44' CSY .. 87,500 44' 585. .62,000 44' 5EA WOLF 2 from 89,000 PETERSON. .99,900 RHODE5 68,000 45' NEW ZEALANO MULL .. 145,000 45' CORONADO . 69,500 45' COLUMBIA 84,500 45' EXPLORER, aft cockpit .97,500 46' CAL 246 .. 125,000 48' MAPLE LEAF 195,000 STEPHENS PH .. . 2 from 315,000 . 115,000 299,000 55° 5CHOCK . 295,000 55' TAYANA. 2 from 310,000 57' SPAULDING .74,500 65' MACGREGOR 149,000





395,000

75' MOTORSAILER

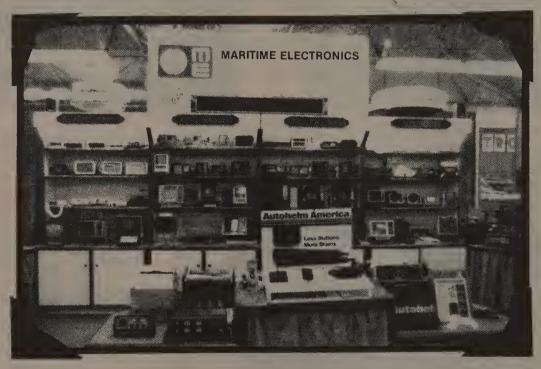
3007 WASHINGTON, SUITE 100 MARINA DEL REY, CALIFORNIA 90292 FAX (310) 306-4801 (310) 306-1882

1071 SHAFTER STREET SAN DIEGO, CALIFORNIA 92106 FAX (619) 224-9225 (619) 224-3277

2099 GRAND STREET ALAMEDA, CALIFORNIA 94501 FAX (510) 522-6198 (510) 521-1929

BOAT SHOW!! See What's New for 1992

at the S.F. Cow Palace • January 10th ~ 19th



special show promotions...featuring FURUNO electronics...



Model GP70 - GPS Just introduced, this new GPS features a large LCD display for easy viewing on NAV & steering info., the sensitive dual channel receiver tracks up to 8 sattelites.

INTRODUCTORY SPECIAL \$1995





Model 1730 Radar "The perfect sailboat radar" with 24 mile range, 3kw output power and a guard zone alarm system.

SHOW SPECIAL \$1875

SALES • SERVICE • INSTALLATION

OF SAUSALITO 300 Harbor Drive 94965 (415) 332-5086



Maritime Electronics
"We Make Boat Calls"

OF SAN JOSE 1539 So. Winchester 95128 (408) 378-0400



KENSINGTON YACHT & SHIP BROKERS

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707





EAST BAY Fortman Marina, 1535 Buena Vista, Alameda (510) 865-1777



41' MORGAN OUT-ISLANDER, 1979. A ketch-cutter, equipment-ready for Mexico or beyond or liveaboard Try \$75,000.



53' BRUCE ROBERTS STEEL KETCH, 1980.Sleeps 10, 110hp diesel, tough ocean cruiser. Asking \$129,000.



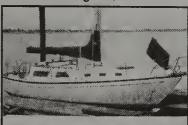
46' GARDEN PORPOISE, Ketch, 1973. Classic lines, bristol condition, heavily constructed for offshore cruising. Asking \$132,000.



51' PASSPORT KETCH, 1983. Georgous center cockpit, cruiser. All amenities, beautiful teak. \$259,000.



25' PACIFIC SEACRAFT, 1977. Rugged full-keel double-ender, diesel. Clean, ready to cruise, surveyed 2/91. Asking \$16,900.



32' CHALLENGER, 1974. Newly refitted, rugged coastal veteran, 10/91 survey. Asking \$39,900.



52' TAYANA CUTTER, 1990. 4 bdrms, 2 baths. Unlimited view in all directions. A blend of beauty, comfort and hi-tech. Reduced to \$250,000.



38' CABO RICO, 1981 A perfect 10. Loaded with electronics, A/C. Must see. \$93,900.



29' GULF PILOTHOUSE 1991Still in warranty. Customized interior, furl jib (North). H/C water, complete electronics. Sailaway \$44,900.



60' CLASSIC GAFF CUTTER, 1911. Restored English Lady. Perkins 130 hp, modern electronics, drastically reduced to \$75,000.



36' MORGAN, 1984. Clean, sleek lines. Carefully maintained. Asking \$49,000.



40' WORTH, 1984 Sloop. Rigged racer/cruiser. Teak interior. British des/gr. Aaking \$90,000.

SELECTED SAILBOAT BROKERAGE

26'	ERICSON,'88 dsl	.33,000
27	LANCER powersailer,'84	. 20,000
29'	ERICSON, '74	. 18,000
30'	CAL	. 17,500
30'	NEWPORT II, '77	. 22,500
30	PEARSON, 73, new engine	. 22,000
30'	PEARSON 303, '85	.39,900
32'	CHALLENGER, 74 dsl	.39,900

32'	ISLANDER	37,500
32'	COLUMBIA (9.6M),'79	29,000
32'	BENETEAU, '81	39,500
33'	SWIFT (custom) sloop, '79	49,000
34'	BENETEAU, '88	79,000
35	SANTANA Z from	35,000
35'	HALLBERG RASSY, '73	39,000
36'	MORGAN, '84	49,000

36'	PETERSON (custom) sloop	. 79,000
37'	STEEL SWEDISH KTCH,'68.	. 55,000
37	TAYANA2 from	75,000
37'	RASMUSSEN (diesel) '29	. 49,000
38'	C&C LANDFALL, '79	. 68,000
40'	CHALLENGER, 73	.59,000
40'	OCEAN PH/MS, '82	. 98,000
40'	WORTH sloop, '84	.90,000

41'	CORONADO, 72 askir	ng 54,000
42'	HALLBERG RASSY, '82	185,000
48'	CT KETCH, 78	139,000
48'	RHODES PH/MS, '71	120,000
55'	CUSTOM ENG. ketch, '37	99,500
57	RASMUSSEN KTCH, 25 (d	st) 79,000
60'	GAFF cutter, '11	75,000

Exclusive Bay Area Dealer for Newyoorl & Galf pilothouse

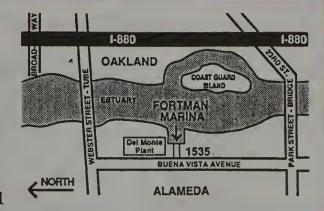
OVER 500 BERTHS UP TO 60 FEET

- OPEN & COVERED BERTHS
 FROM \$4.95 FT.
- NO CHARGE FOR UTILITIES
 - GENERAL STORE •
 - YACHT BROKERAGE •
- HAUL-OUT FACILITIES HOME OF ALAMEDA YACHT CLUB



(510) 522-9080

1535 BUENA VISTA AVENUE • ALAMEDA, CA 94501



Are You Unhappy With Your Insurance Rates?



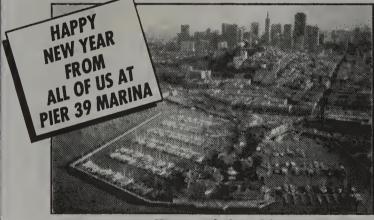
We'll protect your boat from almost anything that comes up – At great rates.

Ask for Alan Quan or Dave Clayton

Allstate Insurance Company

• Home appointments available $(510) \overline{498-5900}$

The Best of Both Worlds



... Best of the City



.. Best of the Bay

Pier 39 Marina is the gangway to the City and one tack from the heart of the Bay.

In addition to its exceptional location, Pier 39 Marina offers: √ Very reasonable rates √ Discounted tenant parking * Shower and laundry facilities √ Pumpout station √ Onsite speciality shops and restaurants SLIPS

VOvernight guests welcome (by reservation)

415/981-1796

Monitoring Channel 16 P.O. Box 3730, San Francisco, CA 94119

Anchorage Brokers &



G ; S

56,000

30.000 5,000

Consultants (415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



45' STARRATT CUTTER 2 staterooms, teak dcks, cold plate refridgerator, rader, A/P, dodger, raller furling, main jib, beautiful interior. 5149,000. Reduced to 599,000 — Owner wants offer!

Deor Mike and Phil,

Thank you for your excellent assistance in helping us purchase the C&C 40 Demasiada. We never thought that we would be able to own a yocht of this quality. We had been laaking for many months before visiting your

Phil was very pleasant and patient. His knowledge and sailing experience were very helpful ta us. He olways had insightful and condid onswers ta aur questians. This was especially useful in our decision to make on offer. It was fun to look at boats with Phil.

Mike was always friendly, understanding and patient. An outstanding communicator and tireless negotiatar, Mike helped us in all oreas. The deal would never have reached agreement without Mike's professional skills.

It was a pleasure working with both of you. You are an excellent team. I would highly recommend your services to anyone looking for or selling a boat. I value your friendship and hope to have you sailing with us aboard Demasiada.

HUNTER, 1983 GUERNEY alum...

HUNTER, 1979.

Richard and Joan Baker



42' PEARSON, 1982. Aft cabin/cockpit, radar, autopilot, cruise ready, new dodger. \$92,500.



CT 48 Perry design 3 stterooms, Galley w/dinette. Bright Main Sakon, 2 heads - Gen., 6 man liferaft, spinnaker, sailing dinghy. \$140,000



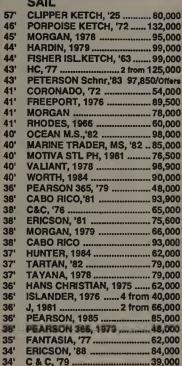
41' MURRAY-PETERSON Schooner, '83. New dsl, teak decks, fireplace, feathering prop, radar, SatNav, AP, windlass. Craise the world with groce. 597,650.



PEARSON 35, '70 New engine, sails, liferaft, Aries windvane, refrigeration, 4 anchors, 1,000 ft. of rope, \$ 39,000.

ERICSONS

29	Ericson	Offers
30	1986, Dodger	
32	New diesel/roller furling	
34!1	1988, like new	
35	1973, New engine	
38	1981	



HARDIN, 197999,000	32 ANIES, 1961 2 ITOIN 30,000
FISHER ISL.KETCH, '63 99,000	30' YAMAHA, '7925,000
HC, '77 2 from 125,000	30' FANTASIA, '7762,000
PETERSON Schnr,'83 97,850/Offers	30' ERICSON, 198639,000
CORONADO, '7254,000	30' LANCER25,000
FREEPORT, 197689,500	30' PEARSON 30348,000
MORGAN	29' ISLANDER, 196819,000
RHODES, 1966 60,000	27' LANCER, 198419,600
OCEAN M.S., '8298,000	23' STONEHORSE CUTTER 15,900
MARINE TRADER, MS, '82 85,000	POWER
MOTIVA STL PH, 1981 76,500	
VALIANT, 197896,900	53' BLUEWATER, 1981 160,000
WORTH, 198490,000	52' DEFEVER250,000
PEARSON 365, '7948,000	51' BLUEWATER, '84 139,000/offers
CABO RICO,'8193,900	50' CHRIS CRAFT, 1960115,000
C&C, '7665,000	49' ALBIN, 1980145,000
ERICSON, '8175,600	43' PRESIDENT, 1983160,000
MORGAN, 1979 66,000	42' UNIFLITE, 1984169,000
CABO RICO93,000	40' MONK TRAWLER 2 from 32,000
HUNTER, 1984 62,000	40' BELL MOTOR YACHT, '82 99,500
TARTAN, '8279,000	40' CRUIS-A-HOME, 1975 58,000
TAYANA, 197879,000	37' HERSHINE61,000
HANS CHRISTIAN, 1975 62,000	36' SEDANTRAWLER, 1983 66,000
ISLANDER, 1976 4 from 40,000	35' CHRIS CRAFT COMM,1968 .58,500
J, 1981 2 from 66,000	35' GOLDEN GATE, 1979 59,500
PEARSON, 198585,000	32' CARVER94,500
PEARSON 365, 1979 48,000	32' UNIFLITE, 1979 57,400
FANTASIA, '77	31' CRUIS-A-HOME
ERICSON, '8884,000	30' WILLARD VOYAGER39,000
C & C, '7939,000	28' SEA RAY34,000
C & C, 79	20 SEA RAT

PEARSONS

28	1986, Aft cabin	.\$44,000
30.3	1984	\$48,000
35	1970, New diesel	
36	1986, Aft cabin	
424	1981, Aft cabin & cockpit	\$92,500

HORIEKS				
33	Custam interiar	\$29,000		
34	Winged keel	\$45,000		
35.5	1989, Legend			
37	1984, Like new			
37	1988, Legend			

15) 332-7245 SAUSALITO



1 GATE 5 RD.

CA, 94965



52' CHEOY LEE, M.S., '82. Twin Lehman dsls, Gen, SatNav, WeFax, Benmar 210, 3 staterms, 2 heads w/showers, washer/dryer. \$242,000.



40' CAMPER NICHOLSON, '79. One of the finest matarsailers made. New Perkins dsl '91. Immac. boat always maintained ta highest standards. S110,000.



FRERS 40, 1982. Fast with 15 bags of sails, Westerbeke diesel liferaft and only \$60,000



34' MAINSHIP, 1978. Turbo dsl 165hp, generator, windlass, autopilot, radar, like new. \$54,000.

36" ISLANDERS 6 from \$40,000

WATKINS 27

Pocket cruiser. Dodger, roller furling, new rigging. \$14,500

NEED HELP?

Have the boat owner recession blues?

We have the answer,

phone our help line.

\$\$\$ You will be amazed \$\$\$



AARP Discounts

310 West Cutting Boulevard Richmond, CA 94804 (510) 234-7960

1070 Marina Village Parkway, Suite 100 Alameda, CA 94501

FEATURING: THE BEST MAINTAINED USED CRUISING BOATS

BILL GORMAN YACHTS

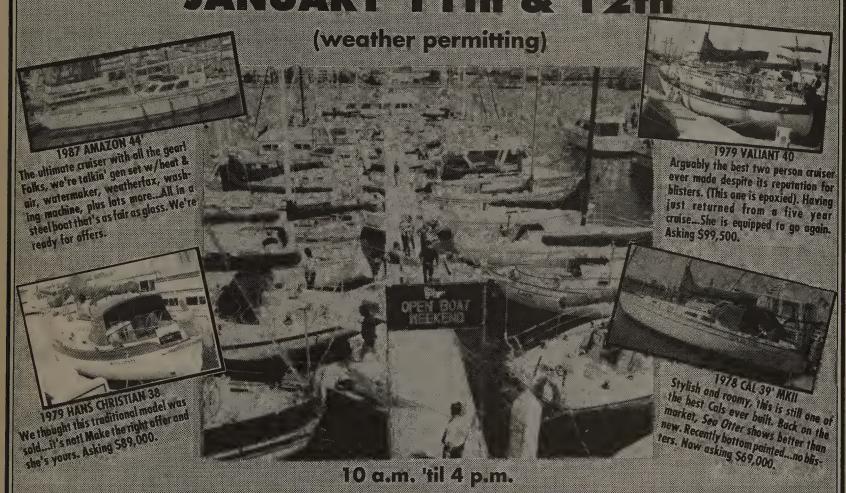
(510) 865-6151

FAX (510) 865-1220

Sales:

Jack Meagher
Adam Sadea

• NEXT OPEN BOAT WEEKEND • JANUARY 11th & 12th



BAY & COASTAL CRUISERS

-3 6'	ISLANDER	.51.750
-3 5	BENETEAU 345	50,950
•35'	CAL	.54,900
•34'	ERICSON	79,900
•34	SABRE	69,000
•34	CATALINA	57.000
•34	HUNTER	.40,900
•33'	PEARSON IDM	
•32	ELITE	41 050
•32	ISLANDER	.29,500
•32	ISLANDER	.33,500
•30"	NEWPORT MK III	27 0:0
•30'	CATALINA	
•30	CAL 9.2	28,950
•29	C&C	26,500
001	CONTECT	10 000

OVER 15 BOATS SOLD IN THE
LAST 90 DAYS!!!
WE NEED SERIOUS SELLERS WITH
QUALITY CRUISING BOATS.

TO MAKE THE CHOICE EASIER,
WE'LL GIVE YOU . . .
THE FIRST 30 DAYS IN A
SALES BERTH FREE!!

• IN THE OPEN BOAT WEEKEND - JANUARY 11TH & 12TH

POWER BOATS

•42' CHRIS	74,950
•40' GOLDEN STAR	136.90
•37' HERSHINE	65,500
•32' GRAND BANKS	
•30' TOLLY	59,950
LIVEABOARD CRUISER	S
•50' MIKELSON	
45' JEANNEAU	149, 00
44" HANS CHRISTIAN PH	
•44' AMAZON	239.444
•44' NORDIC	149,500
•44' ISLANDER	
•40' VALIANT	
•40' CHALLENGER KTC	
•39' CAL	
•36' SCYLLA CC	
•34' TRUE NORTH	51.000

OPEN BOAT WEEKEND

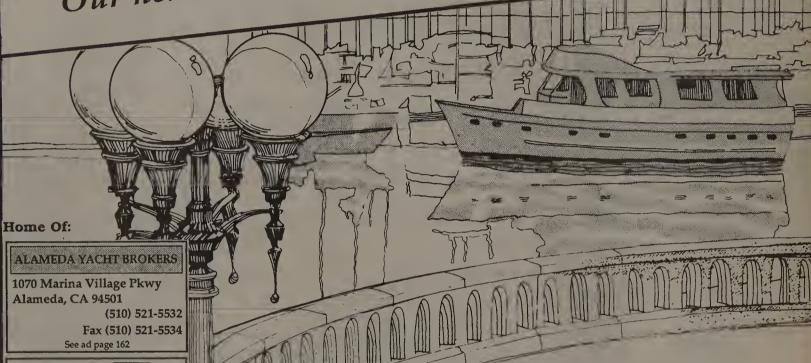
A Marina Village Original – The Best Way to Buy or Sell a Used Boat.

• More than 100 boats open for your inspection

- High visibility/high traffic

• Call one of our brokers for sales space Dockside cafe

Our next Open Boat Weekend January 11 & 12 Weather permitting Ample Parking



Arena **Yacht**



Sales Dealer for MacGregor Yachts (510) 523-9292 See ad page 17



Ganis Corporation

A New Leader in Marine Finance

(510) 521-5023 See ad page 63

BILL **GORMAN**YACHTS

Featuring the best maintained used cruising boats

(510) 865-6151 See ad page 15



WORLD YACHT CENTER

(510) 521-5636 See ad page 164



* Harbormaster 1050 Marina Village Purkway

Much More than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72 feet
- Wide, stable concrete piers
- Buyers and sellers Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services - yacht clubs, deli, nearby shopping center, restaurants...

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific. Look for the ads of Marina Village businesses in this issue.

MARINA VILLAGE

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office (510) 521-0905



Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and hinoculars.

Please call us for your requirements.

We are at your service.

TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS
2540 BLANDING AVENUE ALAMEDA, CA 94501

(510) 523-5726



Dial our message 415-563-5100 Jan 10-19

Opens 1:00 pm weekdays. Saturdays and Sundays 11:00 am
Admission \$6.00 and \$3.00
Senior citizens half price weekdays

NEW - NOW ON DISPLAY!



MacGregor 19 Powersailer

\$7,990 Including Trailer & Sails
A fast, comfortable 25 MPH power
cruiser with outstanding sailing
performance. Mast stows below
for powering & trailering.

- Fits in garage
- 1500 lb. boat, motor & trailer tow weight
- · Tows behind small cars
- V berth and huge double berth
- Enclosed head
- · Unsinkable, self-bailing
- 800 lbs. water ballast for self-righting stability
- Outboard Power: 8-40 hp

ARENA YACHT SALES



MARINA VILLAGE HARBOR

1070 MARINA VILLAGE PKWY. #103 ALAMEDA, CALIFORNIA 94501

(510) 523-9292

Home of the MacGregor 19, 26, 65

OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHT

SQUARE YACHTING CENTER A

STOP BY MARINER SQUARE FOR THE OPEN BOAT WEEKEND JANUARY 11TH & 12TH

THE NATION'S LEADING BOAT FINANCING SOURCE

YEGEN MARINE

YACHT FINANCING FOR AMERICA

• A DIVISION OF YEGEN ASSOCIATES, INC. • BRINGING BORROWERS AND LENDERS TOGETHER SINCE 1935

ASK FOR JOAN BURLEIGH (510) 523-7301

(510) 523-7389 FAX 2402 MARINER SQUARE, STE 2A ALAMEDA, CA 94501

MARINER SQUARE YACHTING CENTER A OPEN BOAT WEEKE

CALENDAR

Nonrace

January 3 — "Setting Sail for San Diego", ESPN coverage of the America's Cup, 7-8 p.m. One of your New Year's resolutions should be to learn how to program your VCR, because there's a whole lot of sailing to watch in the upcoming months (see full ESPN schedule in the America's Cup article on page 94).

January 6 — Celestial Navigation Course at College of Alameda; Monday and Wednesday nights through March, 7-10 p.m.; for info,

call (510) 522-7221.

January 8 — SSS TransPac Seminar #4: "Diesel Engine Maintenance and Power Generation Systems", presented by Gordon Badley, Steve Laviolette and Eric Steinberg. Oakland YC; 7-10 p.m. with "breaks for refreshments"; free and open to all sailors. Bob Cranmer-Brown, 326-4886.

January 10 — Sailboat racing on ESPN: Rolex International Women's Keelboat Regatta (11:30 a.m.) and America's Cup lead-up

coverage (7 p.m.). Check local listings.

January 10, 1779 — The French gave a dilapidated 900-ton ship to John Paul Jones, which he refitted and renamed Bonhomme Richard in honor of Ben Franklin (of Poor Richard's Almanac fame). In September of the same year, Jones and his squadron met and attacked a large British convoy in the North Sea. The Bonhomme Richard engaged the leading ship of the force, the larger Serapis. The two vessels came so close to each other their rigs became entangled; after three hours of hand-to-hand combat (and 128 casualties on the Serapis vs. 150 on the B. Richard), Jones accepted the British surrender. The B. Richard sank two days later despite efforts to save her, and Jones moved his men onto the Serapis.

During this classic encounter, John Paul Jones, "The Father of the American Navy", uttered which of the following immortal words? 1) "Ahrrr, mateys...Thems that dies will be the lucky ones"; 2) "Pardon me, do you have any Grey Poupon?"; 3) "I have not yet begun to fight"; 4) "Do you feel lucky? Well, do you, punk?? Go ahead, Serapis, make my day"; or 5) "I knew Jack Kennedy. Jack Kennedy was a friend of mine. You, sir, are no Jack Kennedy." Answer next

month, maybe.

MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND

January 10-19 — Sports & Boat Show at the Cow Palace. For info, dial (415) 653-5100.

January 11 — Olson 25 Annual Awards Banquet at Richmond YC. Call Bill Riess at (510) 653-9531 for details.

January 11 — United Airlines Sailing Club Party and Annual Meeting. Open to any airline employee (or spouse of an airline employee) who is interested in sailing. To learn more about UASC, call Darryl Coe at 595-2765.

January 11 — Catalina 27 Dinner, Meeting and Awards Ceremony. Oakland YC; 5:30 p.m.; Gary Hausler, (510) 522-7053.

January 17 — America's Cup preview on ESPN, 7 p.m.

January 18 — Race Management Seminar, sponsored by YRA. A free program open to the public; 9 a.m. to 5 p.m.; deli lunch available for moderate price; Golden Gate YC. Call YRA at 771-9500 to reserve your space.

January 20, 1915 — The Revenue Cutter Service and the Lifesaving Service were merged to form the modern-day United States Coast Guard. Semper Paratus!

January 26 — Another A-Cup preview on ESPN, 4:30 p.m.

January 28 — SBRA class rep meeting to finalize 1992 racing schedule. Island YC; 7:30. Michele Logan, (510) 526-1728.

February 3 — Boating Skills and Seamanship Course begins at Coast Guard Island (Alameda) at 7:30 p.m. Free, but "nominal" fee for materials. Sponsored by the U.S. Coast Guard Auxiliary. Lynn Louden (530-4457) or Susan Worden (865-3172).

February 5 — Celestial Navigation, a free seminar by Gale Stockdale; 7 p.m. at the Stockdale Marine Theater in Sacramento, (916) 332-0775.

February 6 — Coastal Navigation, a free seminar by Dick Winter; 7 p.m. at the Stockdale Marine Theater in Sacramento, (916) 332-



on the San Francisco waterfront at Pier 40

• Secure Permit Parking For Berth Renters

- Walk to Downtown, Cable Cars, Bart • Ideal Sailing Weather
- 500' Guest Dock, Visitors Welcome

The Embarcadero at Pier 40, San Francisco, CA 94107 Harbor Master: (415) 495-4911

COMING IN JANUARY

Delivery to Owner Harry Smith

Delivery to Owner Jim Lee

Delivery to Owner Tony Soter

Bought for the quality, fun and excitement only J/Boats can provide.

Stop by and have a look!

Call J/Boats West (510) 522-0545

CALL TO PREVIEW THE



MARINER SQUARE YACHTING CENTER

SEE THE DRAGONFLY

Swing Wing Trailerable Trimaran Call for a test sail! At our docks now.

COME TO MARINER SQUARE'S OPEN BOAT W

January 11 & 12 10 am - 4 pm East Bay's largest! Over 100 boats open and on display.

BAY AREA ONE DESIGN HEADQUARTERS

<u>SAIL</u>
* 24' J, '8011,000 30' Olson, '8221,500
* 24' J, '79
* 24' J, '84
26' Capo Bay, '84 20,000 34' Express, '88 84,950
27' Cal T-2, '69 11,500 34' Farr 10/20, '8459,950
27' Express 21,500 35' Pretonan '82 79,500
27' J, '8523,500 * 35' Santana, '7928,000
28' J-28C, '87 49,500 * 35' J, '84
* 29' J, '83
* 30' J, '8129,000 36' J, '8155,000
* 30' J, '79
30' Catalina, '77 23,000 36' Pearson 365 '81 69,000
30' CS, '86 49,000 * 37' Express 108,000
30' Custom Mull 39,950 38' Soderberg, '85 39,000
30'+Ericson, '8133,950 40' Farr, '8575,000
30' Tartan 3000, '82 29,950 40' Wilderness 64,500

* 44' J, '91 51' Morgan, '76 70' Santa Cruz, '89	159,500
POWER 24' SeaRay, '79 26' Cruisers Inc., '88	

POWER	
24' SeaRay, '79	17,500
26' Cruisers Inc.,'88	38,500
31' Bertram, '66	65,000
34' Nautiline, '73	22,500
36' Marine Trdr, '78	59,750
40' Crse-A-Hm, '76	. 42,500

^{*} ACTIVE ONE-DESIGN FLEET



craftsmanship - a 34 and 37 in excellent sh in today for complete information.



With all the French Chevy's on the market, try this Mercedes. See this boat at our docks. \$79,500.



2415 Mariner Square Dr., Alameda, CA 94501 (510)523-8500

Don Trask, Chris Corlett, Nate Knowles, Dave Willke, John Niesley, Ed Milano

AT OUR DOCKS

OPEN BOAT WEEKEND

OPEN BOAT WEEKEND

MARINER SQUARE YACHTING CENTER

4

4

Farallone Yacht Sales

Mariner Square, Alameda (510) 523-6730 Call Dave Vickland or Del Littfin

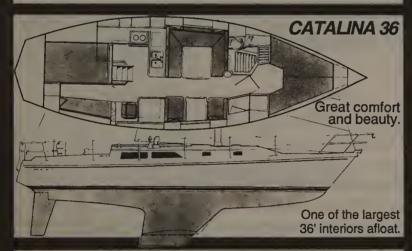
Eagle Yacht Sales Coyote Point Marina, San Mateo (415) 342-2838

Call Chris Boome or Ed Hallett

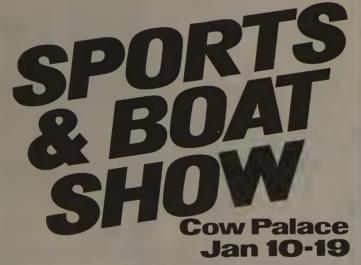
Catalina||Yachts

(8'-13'-14'-15'-16'-18'-22'-25'-26'-28'-30'-32'-34'-36'-42')

- From ENTRY LEVEL 8' to 28' to 34' to 42' OFFSHORE CRUISERS, Catalina Yachts leads the industry in every category.
 - Providing sailors with QUALITY proven by longevity. 20 year old
- ★ Catalina Yachts are still sailing and re-selling . . . the most popular sailboat new or used, EVER!
- ★ Providing sailors with QUALITY sailboats backed by production performance (40,000 Catalina Yachts are now sailing North American waters)



SEE THE CATALINA 42 AND 34 AT THE



BAY AREA'S LARGEST
OPEN BOAT WEEKEND
JANUARY 11-12 • 10 a.m.-4 p.m.
OVER 100 NEW & USED BOATS



CATALINA 30, 1990. LIKE NEW. SAVE \$10,DDO.



NONSUCH 30 1986. LOADED. LIKE NEW.



ISLANDER 36, 1979. DIESEL, ROLLER FURLING, COCKPIT DODGER, SHOWER, LORAN. \$47,000.



41' MORGAN OUT ISLAND, 1974. INCREDIBLE VALUE! 41' OF SPACIOUS, COMFORTABLE CRUISING FOR ONLY \$49,995.



WESTSAIL 32, 1974.
READY TO CRUISE. VERY CLEAN.



CATALINA 38, 1983. FURLING, FULL ELECTRONICS, TONS OF SAILS. \$44,000.



CATALINA 22, 1987.
FANTASTIC SHAPE, WITH TRAILER. \$8,900.



SEAHORSE 34 84. 135 HP DIESEL.
MINT CONDITION INSIDE & OUT.
CALL EO OR CHRIS FOR MORE OFTAILS.

FARALLONE YACHT SALES

, ~,	IALLONE TACITI SALLO
40'	NEREUS, '89 195,000
39'	ERICSON 39B, '76 49,500
38'	CATALINA, '8454,950
36'	NONSUCH, '87' 141,000
36'	CATALINA, '86 64,900
36'	ISLANDER, '79 47,000
35°	NIAGARA, '81 59,500
35'	COLUMBIA 10.7, '79 40,000
35'	SANTANA, 79 38,500
34'	CATALINA, '87 59,000
30'	NONSUCH, '8355,000
30'	CATALINA, '8334,500
30'	CATALINA, '8332,000
30'	CATALINA, '81 26,500
30'	CATALINA, '7926,000
30'	CATALINA, **1990** 48,500
30'	PEARSON, '7415,200
30'	NONSUCH ULTRA, '8689,500
29'	RANGER, '73 14,500
27'	CATALINA, '76 OFFERS
27'	CATALINA, '738,900
26'	PEARSON, '76 8,000
26'	NONSUCH, '8759,000
26'	NONSUCH, '8245,000
25'	O'DAY, '768,000
25'	CATALINA, '80 w/trlr 11,000
23'	MERIT, '854,000
22'	CATALINA '87 w/trir 8,900
18'	CAPRI, '87 w/trlr 5,800

EAGLE VACHT SALES

EAGLE TAUTI SALES	
SAIL SAN MATEO	
22' TANZER. '77	
22' CATALINA, '81 w/trlr, sw keel . 6,495	
25' CATALINA, '78 w/trlr Reduced 10,995	
25' CATALINA, '78 w/trlr Reduced 10,995 25' CATALINA, '83 w/trlr13,995	
25' CORONADO 2 from 4,400	
25' O'DAY, 19767,900	
25' YAMAHA, '78, dsl/race 11,995	
26' NONSUCH, '89, perfect 58,995	
26' INT. FOLKBOAT, 1972 10,995	
26' SEAFARER, '78, mint condition 12,445	
27' VEGA, I/B diesel 15,995	
27' CATALINA 3 fram 11,995	
27' ERICSON, '73, dsl, furling 14,995	
28' COLUMBIA, '67, wheel 7,495	
30' CATALINA 4 from 21,900	
30' LANCER, 1984 Reduced 21,995	
30' ERICSON, '8439,900	
30' CAL 330, 1/2 partner 12,995	
31' COLUMBIA, '66 Reduced 16,995	
32' TRAVELLER, '76, cruise eq't 36,995	
33' PEARSON, '75 39,000	
34' CAL, 1970 23,500	
35' ERICSON '75 SOLD	
36' PEARSON, 198169,995	
36' CATALINA, looded, like new 63,995	
38' ERICSON, 198373,900	
38' CATALINA, New Listing 44,900	
40' NORTHSTAR, '74, ctr cackpit 77,995	
41' MORGAN, '74 49,995	
42' CATALINA115,000	
51' BALTIC, 1982 385,000	
POWER	
34' SILVERTON, 1990118,000	
34' SEAHORSE, '84 trawler, mat 69,995	

MARINER SQUARE YACHTING CENTER

OPEN BOAT WEEKEND



Come and see the *new* little sister to the Corsair F-27. Light enough to be pulled behind a small compact car. Set up time less than 15 minutes. Still only \$34,500 introductory price. Includes cockpit dodger, roller furling jib, trailer, engine, compass, tool kit. 66 BOATS ALREADY SOLD ~ DON'T WAIT! PLACE YOUR ORDER NOW!!

BROKERAGE

DEALERS FOR CORSAIR, FREEDOM, TASWELL

NO RECESSION HERE . . . We're selling boats. We've sold so mony since the Boat Show that we've run out of listings. If you're serious about selling your boat, bring it to us!

LIST WITH HELMS AND IT WILL BE AT THE JAN. 11 & 12 OPEN BOAT WEEKIND - HIGH TRAFFIC & VISIBILITY - THE PLACE TO SELL!



Freedom 38 Foctory Demo \$165,000





Pearson 30 \$19,950

MARINER SQUARE YACHTING





MARINER SQUARE YACHTING CENTER

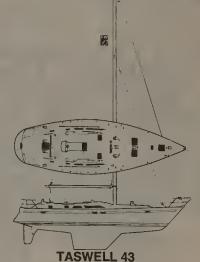


Call for demo sail at open boat weekend. \$165,000 demo boat.



2415 Mariner Square Dr., Alameda, CA 94501

OPEN BOAT WEEKEND



\$289,000 (no luxury tax)

LISTINGS					
22'	RHODES19,95D	3D.	FREEDOM 56,000		
24'	CAL		FREEDOM		
	STONEHORSESOLO		FREEDOM 105,000		
25'	CAL 2-25 17,900		MANATEC		
	RHODES 5,500	37'	CALIFORNIAN Trawler 109,000		
26	MONTEREY (power) 15,000		CROTHER MALISU trimoron 58,000		
27'	CORSAIR F-2754.500	38'	FREEDOM (demo) 165,000		
29'	TRINITELIA 19,000	41'	FREEPORT		
30.	PEARSON19,500		SWANCALL		
30.	PEARSON19,950		TASWELL289,000		
30,	HUNTER 28,000	45'	FREEDOM 288,950		
30,	NEWPORT 34,500	45'	COLUM8IA110,000		
30'	ERICSON '8535,000				

BOAT SHOW T

SPORTS & BOAT SHOW - COW PALACE - JANUARY 10-19

Brokerage Specials

Using our Multiple Listing Service we can find you the right boat at the right price. Let us work for you.



C&C 37, 1986

Many recent upgrades, rod nigging, roller furling, exceptionally clean inside & out. Asking \$92,500.



PEARSON 303, 1985

Cruising keel w/skeg rudder, voluminous interior, Harken furling, Yanmar diesel. Asking \$44,000.



ERICSON 30+, 1984

Diesel, CNG stove, AB refrigeration, roller furling, spinnaker, well maintained.

Asking \$34,500.



ERICSON 32, 1972

New mast, new sails, roller furling. Priced right at \$22,950.



ALBERG 30, 1965

Cruising design, new LPU hull, Yanmar diesel, epoxy barrier coat, very, very clean, dodger, jack lines, autopilot, Loran. Asking \$23,950.

SEE THE QUEEN OF THE SHOW THE JEANNEAU SUN ODYSSEY 44



NEW BOATS ON DISPLAY AT NORCAL YACHTS



JEANNEAU 36



JEANNEAU 37



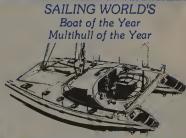
JEANNEAU 51

CRUISING CATAMARANS 30 to 55 FT.

AMERICAT 3014 \$59,500

> **GEMINI 32** \$79,950

P.D.Q. 36 \$145,000



LAGOON 42 By Jeanneau \$335,000

F BROKERAGE LISTINGS

	<u>57</u> 25'	MAKE CAL 2-25	YR '80	PRICE 13,875	Brokerage B
•	26'	CHRYSLER	'77	6,950	
	27'	SANTA CRUZ	'78	11,500	• 31' PEARSON
	27'	(&('73	17,950	32' ERICSON
	28'	ISLANDER	'77	21,900	32' ERICSON
•	28'	ERICSON	'81	27,900	33' MORGAN O/I
•	28'	PEARSON	'86	36,000	34' ERICSON
	28'	ALBIN CUMULUS	'80	22,500	34' HUNTER
	30'	ALBERG	'65	23,950	• 34' IRWIN
•	30°	ERICSON	'83	34,950	35' CORONADO
•	30'	ERICSON (Loaded)	'84	OFFER	

Bre		de la constantina del constantina de la constantina de la constantina del constantina de la constantin	admittocatobased be	cellbillinilbas	chd Chill	rory st – We Need		URS
• 31' 32'	PEARSON FRICSON	'79 '72	23,95D 22,950	• ;	36' 36'	ISLANDER FREEPORT	'79 '91	55,95 170.00
32.	ERICSON	189	76,950		37'	CREALOCK	'80	109,95
331	MORGAN O/I	'74	34 900	• 5	37'	(&('86	92 50

100		971	CDC11 DC11	100	
'89	76,950	37'	CREALOCK	'80	109,950
'74	34,900	• 37'	(&('86	92,500
'88	77,950	• 38'	ERICSON (2)	'82	69,000
'86	62,500	38'	PEARSON 385	'84	99,950
'80	36,900	38'	CABO RICO	'81	94,500
'72	29,500				
	29,500	30	CADO RICO	61	

40°	SANTA CRUZ	'82	85,000
40"	VAN DE WEILE (stee!)	'76	75,000
40"	CHEOY LEE	'72	69,500
41"	JEANNEAU	'87	119,750
42'	MORGAN	'71	36,900
45'	JEANNEAU	'85	174,950
45'	*JEANNEAU	'85	149,000
• 45'	COLUMBIA	'73	69,500
45'	(ORONADO (LaPaz)	'74	78,580
48'	JEANNEAU/TRINIDAD	'81	147,500
48'	SWANSON FERRO	'79	41,500
561	DIANA (MULL)	'85	395,000
82'	8ROOKE	'80	965,000
	• At Our Doc	ks	

- ERICSON
- JEANNEAU
- GRAND SOLEIL
- DUFOUR
- PACIFIC SEACRAFT
- P.D.Q.
- GEMINI

39,900

- AMERICAT
- CHRIS CRAFT

- GIB'SEA
- DONZI FOUNTAIN
- LUHRS

2415 Mariner Square · Alameda, CA 94501 · (510) 523-8773 · Fax 5108654382

MARINER SQUARE YACHTING CENTER

OPEN BOAT WEEKEND

Quality Sailing Products at a Discount

Bay Riggers has one of the best selections of sailboat hardware in the country. Just a few of our lines include:

HARKEN - Furlers, blocks, travelers
YALE - Racing ropes and dacrons
HALL SPARS - Quik Vangs
SCHAEFER - Blocks, furling systems
MARLOW - Racing ropes
NAVTEC - Rod, hydraulics
NORSEMAN - Swageless terminals
TUFF LUFF - Headfoil systems

Mon-fri 9-5 Sat 10-4

Masts, booms
Spinnaker Poles

Regardless of the make of your boat, give us a call for a new mast, boom or spinnaker pole. Our spar services include:

MAST SURVEYS, INSPECTIONS
CUSTOM SPARS
MAST REFURBISHING & REPAIRS
KIT MASTS, CLASS SPARS, PARTS
MAST PAINTING & ANODIZING
SOLID VANGS
INSURANCE REPAIRS

(415) 332-5757 2346 Marinship Way, Sausalito, CA

CALENDAR

0775.

February 7 — Free Slide Show on GPS Systems by Stewart Tolman. Stockdale Marine Theater (Sacramento) at 7:30; (916) 332-0775.

February 7 — Kick-Off Party/Panel Discussion for '92 West Marine Pacific Cup. Berkeley YC; 7:30 p.m.; free; light refreshments and no host bar. Mary Lovely, 441-4461.

February 12 — SSS TransPac Seminar #5: "Safety Equipment", featuring Gary Thomas of Trimble Navigation. Same deal as January 8. Bob Cranmer-Brown, 326-4886.

February 24 — Selecting a Sailboat, a free seminar by Gale Stockdale; 7:30 p.m. at the Stockdale Marine Theater in Sacramento, (916) 332-0775.

February 28-March 1 — Sixth Chronicle Great Outdoor Fair at the Concourse at Showplace Square in San Francisco. Over 200 exhibits, seminars, demonstrations and lectures on all facets of outdoor fun. Latitude 38 and many of the local sailing schools will have booths. Diane Levy, 777-7120.

February 29 — All-Day Pacific Cup Seminar at Corinthian YC. Speakers include Jim Corenman (boat prep), Sue Corenman (provisioning), Chuck Hawley (safety), Kame Richards (sails) and Lew Tanenbaum (medical). Runs from 9-5; \$10 charge includes box lunch; space limited. Send check to 'Pacific Cup YC', 2269 Chestnut St., #111, San Francisco, CA 94123. For more info, call Beverly Barth at 381-1117.

February 29-March 1 — Protest Management Seminar, sponsored by YRA. Open to anyone interested in well-run protest hearings. Encinal YC; 9 a.m. to 4 p.m. each day; small fee to cover lunch and materials; call YRA (771-9500) for applications.

Racing

January 14 — America's Cup Defender Selection Series gets underway off San Diego. Will Koch or Conner defend the Auld Mug come May?

January 18 — South Bay YRA race hosted by San Leandro YC. This is the third of five races in this 'non-series'. Mike Dixon, (510) 635-5878.



Hammertime: 'Albatross' running flat out in last year's Big Daddy Regatta.

January 19-24 — Yachting Race Week at Key West. Info, (203) 661-6945.

January 25 — America's Cup Challenger Trials begin off Point Loma. Winners have gone on to win the A-Cup since 1983.

January 25 — SSS Three Bridge Fiasco: why ask why? Pat Zajac, (510) 232-9965.

February 13-14 — 9th Biennial San Diego to Manzanillo Race. Sponsored by BMW and Las Hadas Resorts, this event doubles as the feeder race to MEXORC. SDYC, Irmgard Ryan, (619) 222-1103.

February 22-23 — Big Daddy Regatta. Same idea as the Great

North knows it takes more than fast sails to make a boat go fast. It takes a committed crew who know what they are doing. You can add to what your crew knows by encouraging them to take part in North U's weekend Fast Course. Or for the price of a couple good crew dinners you can sign them up yourself.

The course is taught by some of the best sailors in the world. In two days these guys can teach your crew (and you) more about sail shape, rig control, and boathandling than you might learn in a couple of seasons of racing.

And the course is not all talk. It includes our 248-page Fast Course Book, which is yours to keep. The book contains almost everything North's best sailors know about how to make a boat go faster. Also included are our Speedcards™ and SailscopesTM for on-the-water sail shape reference.

Commit ur crew

While a weekend at the North U Fast Course won't guarantee you a winning season, it will make you and your crew much more savvy competitors. And it just may mean that you have to start springing for a lot more victory dinners.

SAILS

□ Please register me (us) February 29 & March 1, 1992 for: THE NORTH U FAST COURSE. ☐ One at \$150 ☐, Additional:__at \$135 ea.☐ Under age 20/over 65:__at \$120 ea. United at \$1700 L. Additional. __at \$1700 ea. L. United age 2010ver 03 __at \$120 ea. It can't make the 1992 Seminar, but please send me the Fast Course Book on Boat Speed at \$33.00 including SailScope, plus \$3.00 shipping and handling. (Free with seminar.) ar 300,00 monumy panboupe, plus 30,00 snipping and nanding. (Free with seminar.) Please send me the Smart Course Book, at \$33.00 plus \$3.00 shipping and handling. (Not included in Fast Course costs.) THE NORTH U CRUISING COURSE. □ One at \$80 □ Additional: __at \$72 ea. □ Under age 20 / over 65: __at.\$64 ea. Con't make the 1992 Seminar but please send me the Cruising Book at \$29.00 plus \$3.00 shipping and handling. (Free with seminar.) (Add 8.25% Sales Tax only on books ordered separately) ☐ Check enclosed: \$ DMC For reservations call: (510) 522-5373 DVISA ☐ Please charge my or return coupon to: North Sails 2415 Mariner Square Alameda, CA 94501

(List other applicants on separate piece of paper with full addresses and telephone numbers.)

Daytime Telephone No. -

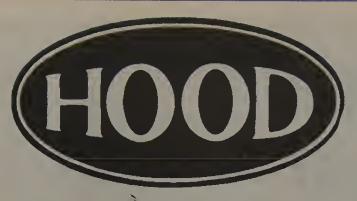
Fast. It doesn't cost much.

The two-day (8:30 to 5:00 Saturday and 9:00 to 4:00 Sunday). Fast Course costs \$150 for the skipper and \$135 for each additional family or crew. (Under age 20 or over 65 are \$120) each.) This includes all course materials, but no lodging or food. Yacht clubs are invited to inquire about private seminars. North's regional host lofts will provide full details upon receipt of your reservation or inquiry.

Call if you can't make the 1992 Seminar, but would like to purchase the Fast Course Book separately.

Sign up now for ... NORTH U FAST COURSE FEB. 29 & MAR. 1

NORTH U CRUISING COURSE



WINTER DISCOUNTS

Sails

- Full Batten Mains
- Furling Systems
- Stoboom

and sail & furling system installation packages Call Today For A Quote

- Custom Cruising and Racing Sails
- Repairs and Recuts
- Roller Furling Systems Sales, Installation and Service Roller Reefing Sail Conversions
- Stoboom: Tames Your Mainsail
- Full Batten Mains, Lazy Jack and Dutchman™ Systems
- Harken Batten Traveler System

"THE FURLING SYSTEMS EXPERTS"

Specializing in







Put Hood's Services To Work For You



HOOD SAILMAKERS

Quality sails, repairs/recuts, furling systems, canvas. Call Al Mitchell or Robin Sodaro 466 Coloma St., Sausalito, CA 94965



(415) 332-4104



AI FNDAR

Pumpkin, but less wind. Richmond YC, (510) 237-2821.

February 24-29 — MEXORC. Six races on Manzanillo Bay for ULDB 70s and IOR boats. Always fun! SDYC, (619) 222-1103.

March 15-21 — Congressional Cup Match Racing Championship at Long Beach YC. Tom Witherspoon, (231) 429-8324.

May 2-3 — Vallejo Race, followed by the 1992 summer YRA series. It's closer than you think!

Midwinter Race Series

BERKELEY YC — Chowder Races. 1/25 and 2/22. Bobbi Tosse, 939-9885.

BYC/MYCO - Berkeley Circle. 1/11-12 and 2/8-9. YRA, 771-

CORINTHIAN YC — 58th Annual Midwinter Regatta. 1/18-19, 2/15-16. Russ Bianchi, 435-4771.

ENCINAL YC — Jack Frost Series. 1/18, 2/15 and 3/21. Rich Pipkin, 957-1956 (days).

GOLDEN GATE YC — Manny V. Fagundes Seaweed Soup Perpetual Series. 1/4, 2/1, 3/7. GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — Edna Robinson Midwinter

Regatta Series. 1/11, 2/9, 3/8. John Hege, (510) 832-4261.

RICHMOND YC — Small Boat Midwinters. 1/5, 2/2, 3/1. Kim Desenberg, (510) 523-8330.

SAN RAFAEL YC — Winter Series. 1/11, 1/25, 2/15, 3/7, 3/28, 4/11. Dick Lockman, 457-2007.

SANTA CRUZ YC — 1/11, 2/8. SCYC, (408) 425-0690.

SAUSALITO CC — 1/25, 2/22, 3/28. John Ruffino, (510) 235-2633.

SAUSALITO YC — 1/11-12, 2/8-9. SYC, 332-7400, or Penny Dudley, 627-5626.

VALLEJO YC — 1/5, 2/9. Tom Rolf, (707) 935-0607.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-insl Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

January Weekend Currents

	Januar	y moonona c	Jancing	
date/day 1/01Wed	slack	max	slack	max
1/01vveq		0139/1.7E	0430	0726/2.5F
	1010 2358	1339/4.4E	1740	2052/3.5F
1/04Sat	0124	0334/1.8E	0643	0930/2.4F
	1217	1535/4.6E	1942	2249/3.5F
1/05Sun	0202	0410/1.9E	0722	1011/2.4F
	1256	1614/4.6E	2018	2320/3.4F
1/11Sat		0215/2.6F	0533	0822/3.0E
	1214	1448/1.8F	1746	2035/2.5E
	2344			
1/12Sun		0302/2.4F	0612	0913/3.2E
	1317	1552/1.9F	1901	2130/2.1E
1/18Sat	0019	0227/2.3E	0528	0825/3.1F
	1116	1442/5.8E	1839	2142/4.4F
1/19Sun	0105	0318/2.7E	0622	0918/3.4F
	1209	1531/5.9E	1926	2228/4.6F
1/25Sat		0216/3.1F	0525	0822/3.8E
	1223	1513/2.7F	1816	2040/2.4E
1/26Sun	0012	0310/2.7F	0615	0919/3.7E
	1332	1632/2.6F	1932	2145/1.8E
2/01Sat	0017	0249/1.8E	0546	0836/2.5F
	1122	1442/4.4E	1841	2150/3.5F
2/02Sun	0053	0318/2.1E	0625	0915/2.7F
	1203	1517/4.5E	1916	2221/3.5F

YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB—
THE FRIENDLIEST YACHT CLUB ON THE
BAY IS ACCEPTING APPLICATIONS
FOR MEMBERSHIP

ANNUAL DUES:

Adults \$270

Young Adult and Youth Memberships Available

WE OFFER:

- SAILING
- FOOD
- CRUISING
- SPIRITS
- RACING
- GOOD CHEER



SAUSALITO CRUISING CLUB

Foot of Napa Street, Sausalito, CA For Information Call Our Hotline (415) 332-9349

Learn in the Caribbean!

Offshore Medical Seminars

Dickie L. Hill, DO

USCG Ships Surgeon

Benicia, Ca - 4 dates in 1992 Boston - June 20 thru 23 Caribbean - May and December

Ft. Lauderdale - April 29 - May 1 Seattle - August 22 - 24 Los Angeles - November 14 - 16

Course content and instruction is approved by the USCG, the Department of Navy, and many shipping companies for the training of their medical officers.

Call 800-728-2813

METROPOLITAN YACHT CLUB OF OAKLAND

Presents the 14th Annual

OAKLAND TO CATALINA ISLAND RACE

SATURDAY JULY 4TH, 1992 SUNDAY JULY 5TH, 1992

Open to: PHRF, IMS, IOR, MULTIHULL



Race Packet Available from:
METROPOLITAN YACHT CLUB OF OAKLAND
1955 Embarcadero Oakland, CA 94606
(510) 536-7450 • Fax (510) 536-6926
co-sponsored by
NAVY YACHT CLUB LONG BEACH



Junior Sailors

LEARN TO SAIL

or Improve Your Skills

This Summer at the Encinal Yacht Club
On the Protected Waters of
the Alameda Estuary
3 Week Sessions ~ Beginners to Advanced
The Encinal Y.C. Junior Program uses only
U.S. Sailing Association
Certified Instructors

For Information call (510) 769-0221



LETTERS

₿ŶYOU GET WHAT YOU PAY FOR

Big surprise — the Port of Oakland is a dangerous place to keep your boat. Fortunately, the danger is not to the boats, but to the cars parked in the marina parking lots. During our 16 months docked at the Union Point Basin — one of the many marinas operated by the Port of Oakland — our cars were broken into twice.

The first break-in happened last year and, fortunately, it only resulted in a broken window that carried with it a \$50 insurance deductible. Our latest break-in just happened, but this time they got almost \$1,000 in tools. We know our deductible is \$250, but as yet we don't know how much of the balance will be paid by our insurance.

Our experiences are not isolated. Cars are broken into at Union Point on a regular basis. The Harbormaster acknowledges that other Port of Oakland marinas have the same problem.

The Port of Oakland has reasonable berth rates; we paid \$222/month for our 42-ft boat. But when we consider the price of our losses along with the probable insurance premium increases, the cost of berthing is suddenly not as attractive. As with all other things in life, you get what you pay for.

The Port of Oakland claims they provide all the security they can. The Harbormaster blames the Oakland Police for not providing adequate patrols in the area. The bottom line is that Oakland's marina parking lots are not safe places to leave your car.

The solution to the problem is to put a fence with a locking gate around the parking lot. The Port refuses to consider this alternative. Since the marina was built using public funds, the Port is obligated to provide public access to the grounds of the marina — although fortunately, this does not include the docks. The Harbormaster can't answer whether 'access' includes providing parking. Nor do they seem to want to find the answer to this question.

Instead, they want to install a \$10,000 security camera so that the thieves can be observed doing their dirty deeds. And, of course, the cost of the security camera will be passed along to the marina residents in the form of parking permits at a cost of \$10/month.

Why does the Port refuse to consider the fence alternative that Union Point tenants have been demanding for over a year? Well, putting up a fence and gate would require research, paperwork, and negotiations with various public and government agencies. Putting in a camera simply requires getting an estimate and writing a check. We think the Port is taking the easy way out.

Fortunately, we should be in Mexico by now. Unfortunately, everyone else at the Port of Oakland marinas will continue to have to endure these routine thefts.

Sandi Hicks & Dean Millican

Cascade

Union Point Basin

Port of Oakland

AI HOPE THEY DON'T HAVE ANY OF THESE PROBLEMS

Could you run this reply to Geoffrey and Karen Griffith's November letter regarding Islander 36s as cruising boats?

In the 'Boat Selection' section of our weekend Offshore Cruising Seminar that Geoffrey and Karen Griffith attended, I did show a slide of an Islander 36 and said that it would not be my choice of a boat for extended offshore cruising. I said this because I met two boats in New Zealand a few years back that both had extensive delamination of not only structural bulkheads, but also of other wooden interior parts bonded to the hull.

The owners of each of these boats, which had sailed from California, had just finished a several month process of removing much of the interior of their boats, grinding down the glass and bulkheads, and re-glassing them to the hull. A nasty job at best. I have since heard of another Islander 36 that had similar problems after a cruise from Seattle to Mexico, Hawaii and back to Seattle. I am delighted the Griffiths made it safely to New Zealand, and I hope they



"Tedrick-Higbee says we're covered."

TEDRICK-HIGBEE

INSURANCE SERVICE

The name to remember for insurance.

Call Duane, Kevin, Doug or Pat 800-647-2025

PO Box 567 Alameda, CA 94501-0007

You Can SAIL

All These Boats for









For

\$188/mo

HOW?

Join our sailing club and sail any of the above 31-ft and under yachts as much as you'd like for only \$188/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat			Tradewinds Sailing Club		
Down payment	\$7	,000	Down payment	\$	0
Tax	\$2	,000	Tax	\$	0
Monthly mortgage	\$	350	Monthly dues*	\$	188
Slip @ \$5/ft.	\$	150	Slip @ \$5/ft.	\$	0
Insurance	\$	12	Insurance	\$	0
Maintenance	\$	50	Maintenance	\$	0
Your Time		?	Your Time		0

Conservatively low estimated costs

*On a 12-month contract

*SAIL FOR FREE if you buy a boa

Dues can be applied to purchase

Call about full club membership, sailing lessons & benefits.



SERVING & TEACHING SAILORS FOR 29 YEARS

1-800-321-TWSC

LETTERS

don't have any of these problems.

When I worked in a yacht brokerage several years ago I was told by a surveyor that the quality of construction — and even the material used as ballast in some of the boats — varied with the fortunes of Islander Yachts. Hopefully the Griffiths got one of the best Islander 36s, which I think are attractive and comfortable boats.

No one wants to hear that sisterships to the boat they have purchased have suffered substantial structural failure while cruising. At the risk of hurting people's feelings — certainly not my intention — I feel I would be remiss if I didn't relate the possibility of potential structural problems.

John Neal Mahina Tiare Friday Harbor, Washington

John — We then would also be remiss if we didn't tell you that a good friend of ours, having a minor osmosis job upon the near completion of his circumnavigation, mentioned the possibility of serious structural problems with Halberg-Rasseys — such as your Mahina Tiare.

According to this former airline pilot, the old and highly-regarded Chesapeake Bay yard doing his repair work said that Halberg-Rasseys, because of their lay-up schedule, were the brand boat with perhaps the most serious osmosis problems. Our friend has since resumed cruising, but we'll try and get the name of the yard for you.

Would we fret at what the yard said? No, we'd just take the information under advisement. Boat production lines aren't like car production lines, and there are often significant changes from one boat to the next. Islander, for example, built their 36s with lead keels for a long time, then suddenly and without warning, briefly switched to cast iron keels.

Ultimately, we think boats have to be evaluated individually. Not only are they built one by one, but they can also be abused or babied, depending on the owner.

Incidentally, since some Islander 36 owners just cruised their boat from California to Florida, we thought we'd ask them what they thought of their boat. The following letter is their reply.

\$\\$\\$\\$\OUR ISLANDER 36 HAS A PARTICULARLY KINDLY SOUL

Regarding John Neal's observations on the qualities of the Islander 36 as a long-distance cruising boat, our experience has been extremely positive. We have lived aboard our 1980 Islander 36 since 1983, and have cruised her extensively up and down the coast of California as well as around the Bay and up into the Delta. Since 1987 we have cruised her to Mexico, Central America and Florida, arriving here in 1989.

In 1986 we hauled her to take care of blister problems. We took the bottom all the way down to glass and applied the West System remedy. We had a real surprise when we got down to the glass, as on the port side, just three feet forward of the cockpit and right at the turn of the bilge, there appeared to be a giant blister about two inches across. After further grinding, however, we found it was a hole that had been drilled through the hull, then covered with gelcoat. This was clearly a manufacturing defect. We imagine someone started to place a thru-hull, changed his mind, and forgot to fix it.

When we attended a Pacific Cup seminar later on, we heard Carl Schumacher mention that Islander 36s have a tendency for the upper shroud chainplate to pull out of the deck. Although we hadn't had any hint of anything like this about to happen, we figured 'an ounce of prevention' couldn't hurt. So Mike reinforced the structural bulkheads that held the chain plates, increasing the connection of the bulkheads to the hull.

We put the boat through her paces on our trip through Mexico and up to Florida, on several occasions experiencing days of heavy following seas, heavy bashes to weather, and even a collision with a

You Can



HUNTER PASSAGE 42



HUNTER LEGEND 37.5



HUNTER VISION 32



HUNTER 30

NEW HUNTER SAILBOATS

BOATS AT DEALER COST **FOR** CHARTER PLACEMENT

CALL FOR DETAILS

OUR SELLERS ARE MOTIVATED AND INTEREST RATES WILL NEVER BE LOWER!

	000 Down and Under	*MCOO 1350/Offers
52 40	OOO Down and Under Alden Schooner C &C Hunter, NEW	1700/Offers 1300/Offers 1205/Offers
\$15, 37 33.5 36 36 35.5 32 32	O00 Down and Under Hunter Legend, '87 Hunter New Catalina, '84 CS, '84 Hunter Legend Hunter Vision, '89 Hunter Vision, NEW	915/Offers 905/Offers 1050/Offers 1030/Offers 825/Offers
\$10, 38 36 35 30	OOO Down and Under Catalina Islander Formosa Ketch Hunter, NEW	820/Offers
\$7,0 31 31	00 Down and Under Hunter (2) '83,'84	522/Offers
30	S2 9.2C 00 Down and Under	622/Offers

		MCOO
27	O'day 272 w/trailer	
27	Cal .	
\$3,0	00 Down and Under	
30	Islander	
28	Columbia	
27	Columbia 8.3	
27	Ericson	
27	Newport	
24	J-24	. 402/Offers
23	Schock w/trailer	
23	Hunter w/trailer	
_		
\$2,0	000 Down and Under	
22	Catalina w/trailer	
22	Oday w/trailer	
25	Catalina(2) from	
25	Kirby	Variable.
26	Clipper w/trailer	i Call
26	Excaliber	101
27	Coronado	ueiulis.
30	Olson	

*MCOO is tatal apprax. manthly cast of awning at asking price. Includes: 1.Slip 2.All Taxes 3.Maintenance 4.Interest 5.Insurance 6.Personal Praperty Tax 7.Survey. These are nat guarantees & are estimated high, abviausly subject ta credit appraval, etc. MCOO can be reduced by making a bigger down payment ar by appraximately 50-70% by paying cash. (Dawnpayment is 20% of purchase price.)

YOUR TELL IT LIKE IT IS BROKER DEALER...



BRICKYARD COVE • PT. RICHMOND

(510) 232-7999 • 1-800-321-TWSC

Boat Show Special



Reservations made during January for our special sailing program will be billed \$595 versus \$1,056.

Learn to Sail for \$595

(a savings of 44%!)

Spend just 5 days or 2 weekends with us learning to sail aboard 24 to 30 foot sailing yachts worth up to \$60,000. Your instructors will be hand picked, U.S. Coast Guard licensed captains with years of experience. When you graduate, you'll be certified by the prestigious American Sailing Association to skipper up to a 30 foot sailing yacht.

If you do not pass this course, you can take it over, *free!* That's how sure we are you'll be skippering a 30 footer in just 5 days.

Why are we doing this?

Reason #1: We have excess capacity this time of year. We prefer to teach sailing at cost to keep our boats and instructors busy rather than be idle.

Reason #2: Students who have taken this course often join Club Nautique and continue on with advanced training. After sailing with us and experiencing first hand the quality of our instruction, equipment and facilities, they won't go anywhere else. You may do the same.

Call us toll free today for more information and reservations.

(800) 343-SAIL

* Weekend classes available for only \$695







Nautique

Alameda (510) 865-4700 Ballena Bay

Fiji) (

Sausalito (415) 332-8001 Kappas Marina

LETTERS

partially submerged tree. Yes, a tree about 25 feet long and four feet thick floating in a tide line just off the west coast of Panama. We hit it going at approximately five knots while under power. It lodged between the keel and the skeg. Mike and Brian, our son, managed to push it down and away. We got free but the propeller blades were bent enough to reduce our motoring speed to about four knots. But there was no structural damage at all. Now that's a tough boat!

I have some complaints about cosmetic stuff like the headliner zipper cars breaking and the headliner pulling away from the rusted out upholstery tacks that were used to secure it, but after 11 years, what can one expect? As anyone who knows us, Mike and I are not 'clean-a-maniacs' and the boat sometimes looks scruffy, but we maintain the essentials. The primary question on cruising an Islander 36 is "where the heck do you put all the stuff?" We've managed just fine, but have rearranged at least once a year.

We feel very safe taking Michaelanne out to sea in any kind of weather, although we do not go looking for the heavy stuff. She's a fast boat, a strong boat, and has been very good to us. Things squeak when we are in a heavy sea, but it's nothing more than her usual song of sailing, with a counterpoint of the whispering wake. That short, modified fin keel that lets us turn on a dime and get back a nickel's change has gotten us wiggled off the mud more than once from the Delta to Puerto Vallarta to Tampa Bay. She still floats with the best.

We believe boats have souls, and our boat has a particularly kindly

Anne & Mike Kelty Michaelanne Bradenton, Florida

UREFRESHING ATTITUDE

It seems there is some controversy about the proposed — and now postponed — Mexico to Marquesas Madness Rally. Maybe a way to draw some heat off that proposed event is to propose another controversial race

Like how about Latitude sponsoring a race from Mexico to Costa Rica? It could be called the Mexico to Costa Rica Controversy Regatta, and run concurrently with the other controversial regattas. It would put Latitude 38 in the big leagues with the America's Cup and the Indy 500.

No doubt there will be some who complain. There already are those, but so what? The complainers don't have to sail. We'd like to participate, but it's way too controversial for us. Maybe next year.

I want to thank you guys for a great sailing magazine and a wonderfully refreshing attitude.

Jim & Tammy Baker

Blue Moon
Pleasant Hill/Sea of Cortez

Jim & Tammy — Bless you for your support. Or was it an attack? Sometimes we have trouble telling the two apart.

We've got a call into the new and surgically enhanced Jessica Hahn to see if she'd like to be Ms. Controversy and hand out the trophies.

U↑MEGA-HELPFUL

I would like your readers to know about the very special captain and crew of Mega.

While out sailing on a beautiful day with my boss and colleagues, we developed engine trouble off Yerba Buena Island during a strong ebb. While slowly drifting towards the island, Mega and her crew suddenly appeared and graciously gave us a tow. That would be the end of the story had it not been for the fact that Mega's 7½ hp Honda outboard had to strain to overcome the strong current and head wind to pull our 28,000-pound Shadow Dancer. If Mega's crew had ever heard the rule to never pull a boat larger than yours, they ignored it, pulling us not only from danger, but all the way back to home port at

100% VOLVO PENTA

NEW, USED, AND REBUILT • 24 HOURS, 7DAYS A WEEK DOCK TO DOCK SERVICE • HUGE INVENTORY



3310 POWELL ST. EMERYVILLE, CA 94710 8 0 0 • 5 4 8 • 8 6 5 8

SAN FRANCISCO SPORT & BOAT SHOW SPECIALS - CALL NOW!

Lenard Lee - Broker Jack Roland - Sales



Bob Clune - Sales Niel Riley - Sales

STOP! According to Latitude 38's Dec. '91 article, "Qualifying A Broker" you should put your broker to the test before you buy. GIVE US THE TEST.





HUGHES 35, 1979

Look for the Canadian flag. This offshore performance cruiser has olready been to Hawoii. Built by new continuous and very well equipped. Very contact-tlughes Boat Works in Ontario, she's a proud example able with three staterooms and 2 heads. She has all the of Canadian araftsmanship. Dsl aux, good sail inventory. comfort and performance you'd expect from modern Recently houled & surveyed, no secrets. Asking \$44,500.





MASON 43, 1979 Terrific value for great family fan. A super clean made of this Catalina classic is ready for you to enjoy the marke cruiser. She's lavely to look at and even better mament youstep aboard. Yours at \$22,500.

Beautifully maintained and equipped performance cruiser. She's lavely to look at and even better to sail \$129,000.



OLSON 34, 1988 Custom racing rig. Good sail inventory. New listing, call us for more details.



CHEOY LEE 53, 1989
Cotter rigged flybridge motorsailor. Huge accommodations and powerfully built, she's a go any where cruiser you can enjoy now. Ask \$489,000



42' Grand Banks 1983

New on market. Twin 120 hp Lehmons diesels. Onan 7.5 kw generator only 600 hrs. 3 batteries, 40 ampautomant bothery charger, Micrologic Loran, Benmar #210 outopilot, stereo, 16 mile rador, VHFs, 2 DSs, microwave, birmini top, 10' achilles raft w/10hp o/b, electric dingly dovits, full convan, and much more. One of the nicest Grand Banks on the market \$189,000



34' GOLDEN STAR

Due to the recent winding down of the cold wor, we've picked up some temfic new listings such as this Sedan Trawler 1985. Custom designed interior, galley up, low, law his on 135 hp Perkins dsl. Two depthsounders, VHF, intercoms. Engineer owner has maintained this super clean family trawler in top cardifical. Landed with some arms. \$72,000 condition! Looded with mony extros. \$72,000.

1150 BALLENA BOULEVARD SUITE 121 ALAMEDA, CA • (510) 865-8601 FAX (510) 865-5560

Marina Village!

The captain, crew and their equipment have my vote for the 'good sailor of the month award' and my personal thanks for helping fellow sailors in need.

Rich Digre Shadow Dancer Alameda

Rich — A tip of the hat to the crew — and outboard — of Mega. But we're not familiar with the 'rule' stating that smaller boats shouldn't tow larger ones. In the days of iron men and wooden ships, crews would man the longboats to row huge square-riggers to windlines on the horizon. Heck, we've even watched a 45-ton ketch be towed past two hair-pin turns and along a narrow channel into Virgin Gorda Yacht Harbor by a guy with a 17-foot Boston Whaler. He knew what he was doing, so it was no problem.

##THE ANSWERS WERE 'YES'

In the beginning he was a poor, lonely dinghy instructor. Then She came into his life and said, "Yes, I'll marry you."

Then the Big Employer said, "Yes, we'll hire you for that good paying job."

The once poor and lonely dinghy instructor was now happily married and - with money in his pocket - drooling over the prospect of a new sailboat.

Alas, the next 'yes' was from the University of California at Davis Veterinarian School, accepting the wife into a four-year program. Thus austerity was once again a part of the former dinghy sailor's life.

But that was four years ago, and now the wife has agreed: "It's time, we got a boat". So before she starts getting bottled water from the same place as Latitude's managing editor's wife, it's time we go boat shopping.

Although we've kept up our Latitude subscription and tried to stay abreast of the industry, we're at a loss when it comes to selecting the right boat and would like some advice from the readers. We'd like a faster-than-average, trailerable boat suitable for the San Juans, the Sea of Cortez, or the Channel Islands. Since we're both tall (6'5" and 5'11"), we need a boat with a big double berth and at least six feet of headroom. An active fleet or a good PHRF rating would be a nice bonus. Unfortunately, F-27s are a bit cramped and beyond our budget.

If anyone has a suggestion or has had experience trailer-sailing in those areas, please drop us a line.

> Blaine & Linda Nickens 460 Walnut Avenue Vacaville, CA 95688

Readers — Well, what say ye?

IATHE UNEXPECTED TAKES ITS TOLL

I'd like to extend my sincere apologies to David and Nora Jackson for any misinterpretations of my meaning, any factual errors, or any inference regarding their skills or judgement arising from the three paragraphs about them in my August Mexico Debriefing article. As the editors of Latitude have often said, none of us knows what we'd do in any given situation until we have to face it. And I certainly hope Ray and I are never faced with the decision of whether or not to abandon our Pacific Crest. We thus sympathize with the Jackson's loss of The Other Woman.

Yes indeed, we had an excellent season in Mexico. We'd love to still be there and intend to cruise Mexico again. My article, obviously, wasn't addressed to veteran cruisers, but to encourage sensible people of moderate means to follow their cruising dreams. To tell them they could be achieved safely in relative comfort on a modest boat and budget. I wanted to say that it was worth the work and sacrifices to do it right away - and to describe the first steps from the



THE SYSTEMS PEOPLE

HAPPY NEW YEAR

We would like to thank all of our loyal customers for making 1991 our most successful year to date!

This year has seen EMS grow to a company of ten employees and two locations.

EMS has been appointed distributor for several new lines of excellent equipment.

We have installed a new computer network system to more efficiently serve our clientele and have established a new engine division.

This progress has been due to your valued patronage.

G2UNC2F

Thank you from all of us at EMS!





STATE-OF-THE-ART





RECOVERY ENGINEERING, INC. 12V WATERMAKERS 1.5-3 GPH





TECHNAUTICS REFRIGERATION

limil SOLAREX HIGH OUTPUT SOLAR PANELS









EDINGER MARINE SERVICE Celebrating our 14th year

SAUSALITO 399 Harbor Dr., 94966 332-3780

ALAMEDA In Grand Marina Boat Yard 522-4677

Loans Ahov

Get quality service, very low rates and extended terms when you buy a new or used boat. Or you can also refinance your existing boat loan to obtain a more favorable interest rate.

You'll find a wide range of options and experienced, helpful people at Essex Credit, America's leader in pleasure craft financing.

> SEE US AT THE MARINER SQUARE OPEN BOAT WEEKEND JANUARY 11 & 12

Kelly Johnson (510) 865-3600 2415 Mariner Square Drive, Alameda CA 94501 Sandra Wofford • Newport Beach Office • (714) 673-2525

ORPORATION

BOATS FOR LESS!



5 & \$ 47. Looded w/ geor & cruise ready.

Owner needs <u>cosh</u> now! Needs TLC, but a plenty of comfort. Must see. Absolute steal ot **only** \$75,000.





ISLANDER 36, '79. Excellent condition.

Furling, windlass, new dodger. Clean ond ready to go ot \$48,000.



MANY OTHER QUALITY LISTINGS ~ CALL US!

FOR BEST BUYS & SERVICE SINCE 1974

800-262-5959

YACHT CENTER, INC.

11 Embarcadero West #100, Oakland, CA 94607



On the Harbor - Santa Cruz

O'Neill's Brokerage Commitment: We do the work.

If you're selling, we give you honest evaluations of your boat, we advertise, promote and show your boat, plus we keep you informed.

If you're buying, we make the effort to find just what you're looking for. We have the knowledge and the network to find your boat anywhere on the West Coast. It's work we're ready to do for you. Don't just look for a boat – look for a broker whom you trust and who will put the energy into finding what you need – you'll find it a much better way to buy.

- FEATURED BROKERAGE

~ SAIL ~

~ POWER ~



40' SANTA CRUZ. The most impeccable "40" on the market today! \$15,000 invested in the last 12 months. Very well equipped, a great value. Owner looking for offers



32' BAYLINER 3218. Without a doubt the cleanes Bayliner to be found on the used market today Extensive electronics, the works. Just \$76,500.

SAIL	
27' Newportreduced	\$11,500
29' Olson, Hull #12, Bristol reduced	\$25,900
30' Albin Balled, 1978, dsl	\$26,500
30' Ericson	\$18,500
32' Ultralight rates w/SC50	\$15,900
32' Scampi, dsl	\$29,000
33' Cal, 1988, cleen	\$71,500
34' Wylie	\$34,900
40' Santa Cruz, no other es cleen!	Offers

POWER	
32' Bayliner, 1988, twin turbo dsl	
32' Grand Banks, 1983	
36' Hetheras, Yacht fisher,	
38' Bayliner, very low hrs	\$86,500



36' Hatteras Sportfisher. Twin 427's. Well equipped, in excellent shape. Incredible value at \$59,500.

CATALINA



1992 28' CATALINA

O'Neill's Gift to You!

As a tradition in January, O'Neill's is offering true Boat Show savings - at home, In Santa Cruz. We can, because we don't carry the overhead that goes along with being in a big building with a large crowd - some of which can be inconsiderate of an Individual's needs.

an Individual's needs.
In Santa Cruz, with the peace and serenity of the Pacific at our doorstep, we can sincerely give to you the time and consideration deserved.

Boat Show Savings on the Entire Catalina Line.

O'Neili Yachts - Providing Consistent Quality Boat Dealership for Monterey Bay



2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062 (408) 476-5202

LETTERS

perspective of a couple that had only recently done it.

My emphasis is for cruisers to head out the Gate with as many skills, as much knowledge and experience, planning and forethought, as much self-sufficiency as possible. Even though much of our trip was idyllic — thank you, Capt. Ray — cruising is not just sunsets, snorkeling, fishing, lazing, buying souvenirs, taking photographs and making Ham calls home. Murphy's Law exists. 'Paradise' is often no picnic and cruising requires serious preparation and maintenance.

Even though the cruising community is a model of good neighborliness, and despite the best preparations, talents and maintenance, the unexpected does happen. And unfortunately, it takes a somewhat regular toll on boats — and even lives.

P.S. A big 'thank you' to all the unnamed cruisers who goodneighbored us last season. Be safe and keep in touch.

Kathryn Weiss Pacific Crest

#ATHE U.S. OUT OF STEP WITH THE WORLD AGAIN

For some time I have been fighting to retain the IOR handicap rule in the United States. There are many reasons. The most important ones are evident, but it seems the United States Sailing Association (formerly USYRU), which is the national power structure that determines the direction of handicap racing and handicap systems, is again bent on radically changing the direction of the rules. They are pushing the IMS handicap system and thereby consciously destroying IOR handicap system in the United States.

When I first started racing, it was under the Cruising Club of America (CCA) handicap system. While adequate, the system was not designed to truly measure disparate sailboats. Since the rest of the world was using the IOR rule, U.S. sailors couldn't effectively compete in international regattas. The U.S. finally decided to join the rest of the world by adopting the IOR system. For over 20 years the IOR rule was honed to overcome inequities and loopholes. It finally reached IOR Mark III, which is a very good rule.

But the insularity of thinking within USSA has once again came to the surface with the IMS rule. I will not comment in detail about the IMS except to point out that we are once again embarking on a 20 year development schedule, in which we'll end up with even more expensive boats, boats that won't be competitive for more than two or three years. These boats will have expensive advanced composite hulls and decks, expensive kevlar sails and titanium fittings. True, they'll have 'interiors', but they'll be of paper mache, and thus won't make old IMS boats any more useable or saleable than old IOR boats.

The U.S. move toward IMS is to, again, split with the rest of the world, which continues to use the IOR rule for their regattas. Europe has IOR boats. Japan has IOR boats. New Zealand and Australia have IOR boats.

The U.S. has been trying to get the rest of the world to go with IMS at the expense of making their IOR boats obsolete. I don't think that is going to happen. I predict that the U.S. — with an emphasis on IMS — will be out of step with the rest of the world again. International competition by U.S. boats will be seriously affected to the extent that the U.S. will not be able to field competitive teams for international competitions such as the Admiral's Cup (the French and Italians were first and second in 1991), the Kenwood Cup (won by the Japanese in 1990), the Southern Cross Cup, the Sardinia Cup and in the many other international regattas.

At some point, I'll probably decide I've had my fill of the power brokers, committees and designers who think they have devised a fair system. A system which makes it impossible to know who has won the race at the finish. A system which, by giving race committees a subjective formula by which to determine the prevailing wind, determines the winners after the races are over.

In support of my position, I am enclosing an article from the September-October 1991 Seahorse by Alan Green, who is the Race Director of the Royal Ocean Racing Club which conducts the







SCHOONMAKER POINT MARINA IN SAUSALITO



"Sausalito's finest marina"

- 160 Berths
- Handling up to 200' Yachts
- Guest Moorage Deli
- Storage: Inside/ Public Beach Outside
- Three-ton Hoist
 Kayaking
- Parking

- Waterfront Shops & Offices
- For Lease

- Rowing
- Sailing Instruction



85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965 (415) 331-5550

Admiral's Cup. I believe that the RORC will stick with IOR. If they do, this is one "hero" who will miss the fine competition of the Admiral's Cup and the privilege of sailing on U.S. teams in international

Irving Loube Bravura Oakland

Readers — Irving Loube is perhaps the most persistent and successful grand prix racer in the history of Northern California. His Frers 46 was the overall winner in the 1983 TransPac; his Farr 40 turned in an incredible runaway performance at the 1988 Kenwood Cup, and his Farr 44 was the outstanding Two Tonner in last year's Admiral's Cup.

As Loube predicted, the Royal Ocean Racing Club has decided to use the IOR rule for the 1993 Admiral's Cup, still the premiere international offshore regatta.

U↑I HAVE FOUND RENEWED LIFE

Yes, you have convinced me that sailing cures the ills of the mind and soars spirits! Through the words on your pages I have found renewed life.

It started with camping on the beach at Sea of Cortez Race Week in 1988 and meeting the people who 'do it' on the water. Only half of the fun of that event has ever been written about. ('Hi' and best wishes to Jane Coursin of Freightrain.)

My renewed life continued with finding and buying Five Again, a Pacific Seacraft Orion 27 from Stockdale Marine — advertised in your pages, of course. It's proceeded with a major refit of the boat, including to the top of the mast, in an exhaustive attempt to join the Ciass of '93.

It continued even further after meeting the Wanderette at the Alameda '91 Boat Show, who suggested I write this letter asking for heip. Who, I'd like to know, makes compressors that I can hook up to my Yanmar 3GM for filling dive tanks? And, what is the best way to hook them up?

To ail those who anchor at Pfeiffer Cove, I'd like to say, 'Howdy, neighbor!' I'm giad to see you out there, as you make my day full of

P.S. To the Bay Wanderer — I salute your conviction to right the wrongs of the BCDC. I, too, have found that the only way to better the bunch is to 'out-environment' them, something you are already on your way to doing. It's not too hard because their artificial crises collapse rapidly under the light of facts.

Douglas Walling Five Again P.O. Box 7, Big Sur, CA 93920

♦♦ MOORINGS ARE NO GUARANTEE OF SECURITY

I am prompted to write to you — it's early and quiet because the kids are still asleep — after an experience we recently had here at the marina in San Carlos on the east coast of the Sea of Cortez. After being on a mooring here for about two months, the other morning three boats broke their mooring lines during a 30-35 knot blow. The wind whipped through the entrance to the anchorage so we had some fetch, but nothing — in our opinion — that should have caused problems with properly maintained moorings. Incidentally, all three of the mooring lines parted beneath the surface of the water.

All three vessels were driven aground by the wind, but to my knowledge none suffered any real damage. Efforts were made to keep all three from going ashore.

My husband boarded Early June, which was next to us, only moments after she broke loose, while I radioed the marina office for assistance. Other cruisers, hearing my plea, began to show up in dinghies. Hats off to the folks who own Early June, for having an anchor set to run. Scott tossed it over, but unfortunately it didn't hold,

McGINNIS INSURANCE



HE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

* EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

If You Don't Know Boat Insurance Make Sure You Have An Agent Who Does

(415) 332-0500



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965

YACHT INSURANCE

EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:



- · Comprehensive Personal Liability
- · Personal Property Coverage including property in storage
- Loss of Use Protection
- · Countrywide network of claim adjusters and surveyors

Call for complete details and a FREE copy of a policy review done by LIVING ABOARD Magazine. Phone TOLL FREE 1-800-869-2248 or (206) 447-0489

Dial our message 415-563-5100 **Jan** 1 Opens 1:00 pm weekdays. Saturdays and Sundays 11:00 am Admission \$6.00 and \$3.00 Senior citizens half price weekdays



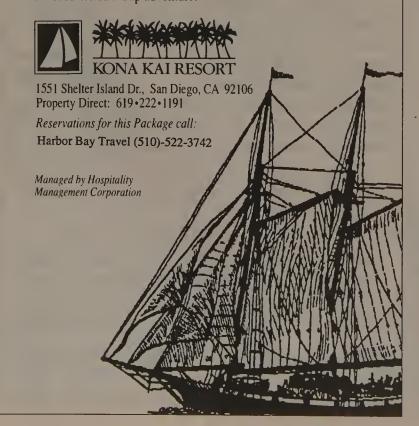


520 Pike Street - 20th floor Seattle, WA 98101-4004



No avid sailor can resist this: You'll stay at the luxurious Kona Kai Resort in San Diego — the absolute closest resort to the race. Enjoy close-up spectator viewing from the Mystic Clipper, a traditional clipper sailboat or a catamaran berthed at the Kona Kai Marina. And, gain complimentary entrance to the fascinating America's Cup Museum.

A lush tropical paradise on Shelter Island, the Kona Kai Resort features a private beach with water sports, 2 pools, 3 lighted tennis and 2 racquetball courts and extra-large guest rooms with a panoramic manna or bay view. So call now and set a course for this once-in-a-lifetime America's Cup adventure.



LETTERS

and she continued all the way to shore.

On her way there, a trimaran broke loose and hit Early June in passing. Shortly thereafter, the marina boat arrived, but it was too late

as both vessels had already gone around.

Finally, Song Bird, a Coronado 35 with the owner aboard, broke loose. His mooring was close to shore, and with all that windage from her high freeboard, she couldn't even motor against the wind. An injury forced the owner to leave his vessel, at which point Scott set an anchor to try keep the boat from going on the rocks. Because of the immediacy of the situation, some lines had to be cut to try to set the anchor quickly.

I tell this story only to stress the importance of having an anchor set to run at all times — preferably one with some chain. Moorings are no guarantee of security, and fellow cruisers can only do what they can in such instances. Without an anchor ready to set, it's difficult to

stop a boat in 30 knots of wind.

Fortunately, the wind died shortly after the three groundings, and the cruisers, fishermen and the marina people were able to pull the boats back to their moorings. The marina is now inspecting all the moorings.

As for cruising with children, it hasn't stopped us yet. We have been living aboard much of the past seven years. As our family has grown in size and age — Patrick is now six and Mercedes is now three

— we have merely gotten bigger boats.

We are now cruising on Free Run, a T-40 designed by Shad Turner. The kids do well cruising, adapting quickly to their everchanging environment. They were perhaps easier to manage as infants; when nestled into a bunk, for the most part they stayed put. Even now, they tend not to get seasick.

Our son's continuing education is high on our priority list, and the Calvert School correspondence course has been working well for him. We have a daily routine that we manage to stick to. Our three-year old daughter picks up on her brother's enthusiasm for learning, and sits in on lessons.

Sure, there are bad days cruising, but when I remind myself why we chose to leave in the first place, it eases the frustration. I heartily encourage all families to cruise together!

After one more trip to Tucson to provision, we set sail for Costa Rica and the Panama Canal. We promised the kids a trip to Disney World, and I can't think of a better way to take them there!

P.S. Windvanes are nearly useless in the Sea of Cortez, as the wind is ever-changing in direction or non-existent. I've spoken with many cruisers on this subject and they all recommend a reliable autopilot for cruising in Mexico.

P.P.S. If you chose to go cruising, you must maintain a sense of

Alison Cary S/V Free Run Berkeley

Alison — Unless you know a mooring is properly maintained, they should be avoided. There's a long list of boats that have been damaged or destroyed because their skipper decided to rely on an untested mooring.

♦↑PUT THE STERN PUPPY WHERE IT BELONGS

Ahoy, swabs!

The white stern light aloft should be taken out in the street and shot down like a dog. The truth of this summary verdict was delivered to me like a stab in the sweetbreads on a black, moonless night in early November some 10 miles off Piedras Blancas along the bare Big Sur coast.

Owner Carl Hubbell of our Tahiti ketch, in the interests of improved visibility, had installed a red-white-green combo atop the mizzen. He knows better now about that bastard arrangement. @#\$%*! The damn stern light was totally blinding as it lit up the deck

MYSTIC CLIPPER SYNDICATE



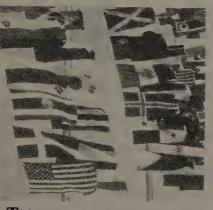
Invitation to the America's Cup from Phil McManis of Mystic Clipper Syndicate.

"I'd like you and your friends to join us in being part of the America's Cup. Fortune has allowed us to put together a package that I think is going to be more fun than just about any thing else you might do sailing right now.

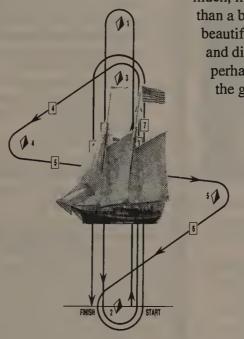
Why sail with us?

As a career musician/entertainer and sailing enthusiast I wanted to create

something unique. I've spent a lot of time trying to find the 'real thing'. The combination of the Kona Kai, the Mystic Clipper and the America's Cup is simply too good to miss.



This event is bigger than the sum of all the parts! "The America's Cup has changed to more than just a boat race it's a spectacular event. The excitement generated by the boats, the city of San Diego and the many international crews make you want to be here for the duration.



Thousands of sailors, millions of dollars, the world's most coveted sailing trophy . . . the Mystic Clipper and the Kona Kai are in the middle of it all ... join us, we guarantee you'll have fun!

> 10% of vessel charter fee donated to your favorite charity upon request.

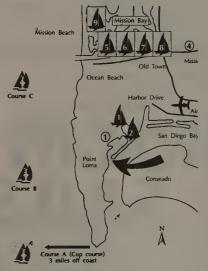


You'll come for the America's Cup but you'll stay and enjoy much, much more

than a boat race. You'll meet great people aboard our beautiful vessels, and you'll enjoy the Kona Kai pool, spa and dining, see and meet sailors from all over the world, perhaps dance, sing(with our practiced crew) and enjoy the great weather in San Diego.

This may be the last time you can participate so easily.

Who knows where the Cup will be next time -Italy? New Zealand? Whatever the case, it won't be closer than San Diego and it will probably never be cheaper than now. Our whole package may cost less than the one way airfare to the next America's Cup.



Our home at the Kona Kai. The hotel/ marina closest to the yacht club, the course and all the America's Cup action.

For Complete Rates and Information

MYSTIC CLIPPER SYNDICATE

through Harbor Bay Travel

(510) 522-3742



No mistaking Vickie Cruz and Maria Carlson with their beautiful Queen of Hearts Gennaker. New main, new jibs, new Gennaker; these are the real essentials for a successful cruise.

They should be enjoying warm Mexico by now!

We'd love to make something beautiful and unique for your boat.

HOGIN SAILS

Specializing in cruising sails for 25 years New Sails • New Covers • Repairs Recuts • Used Sails



In the Alameda Marina at 1801-D Clement Ave., Alameda, CA 94501

(510) 523-4388 Mon-Fri 9 am to 5 pm • Sat 10 am to 2 pm

IFTTFRS

like a poker in the eyeball. Couldn't see a bloody thing outside the lifelines and over the bows. The things ought to be outlawed.

Okay, leave the red and green up there, but bring the stern puppy where it belongs — straight aft. All right, boyos, what do you think about this? Why, we're lucky to have escaped with our lives, by damp.

Jack Schreibman South San Francisco

Jack — We've used tri-color masthead lights on our boats for 12 years and never suffered any impaired visibility from the cockpit. Perhaps the installation could be improved on the Tahiti ketch you sailed on.

But after hearing a different perspective — in the following letter — we might just be changing our minds.

♦ FOUR CLOSE SHIP SAILBOAT ENCOUNTERS

Gee, is my face red! It seems that when I dropped off my long December issue letter about the Cape Bover/Molly Sue rescue, I either neglected to include the last page, which contained my name and address, or it was misplaced in your office. At any rate, there was no harm done.

On another subject, I have read a few letters lately which have touched on the subject of boats with radar reflectors not being seen by ships' radars. Do you know of any serious study on radar reflectors? Are some better than others? Is size important? Are two better than one?

On my wood ketch I have always used one of the diamond-shaped reflectors, about twenty-four inches long. It gives a good return at five to six miles, which is barely adequate. Unfortunately, I lost it during a blow on the way home from New Zealand and I am in the market for a replacement.

On that same Cape Bover trip to Oakland, we had four close encounters with sailboats. The first two happened the same night in the middle of the Atlantic. Our first sighting was a weak radar target, fine on the starboard bow, at a range of four miles. As I maneuvered to pass two miles behind him, I was just barely able to make out — with the help of binoculars — a red masthead light. There were no other lights showing on the vessel, no response to my call on VHF Channel 16, and no indication anyone was on watch.

An hour later we had an identical situation with a second boat. I'm glad I was keeping a good radar watch and spotted them before they disappeared into the radar's sea clutter.

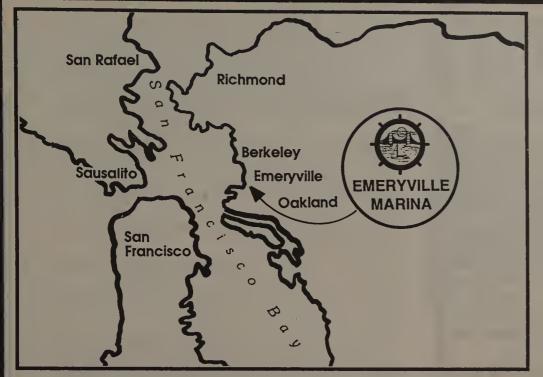
What's with these guys? They should have been able to see the lights of our ship from at least 10 miles away and, with a close-quarters situation developing, either altered course, turned on some more lights, or given us a call on Channel 16. Were they having a snooze, feeling secure in the protection of their masthead tri-color lights?

By the way, masthead tri-colors aren't visible at any great distance, and it's difficult to judge distance from any single light. Viewed from the bridge of a ship, a weak light may appear to be on the horizon when it is actually on top of a 60-foot mast only two miles away.

Tristan Jones recommends that singlehanders carry sidelights and a bright all-around white light in the universal practice of fishermen who are lying to for the night. I prefer the optional red over green sailboat lights (72 COLREGS Rule 25.c.) in addition to sidelights, and I turn on the red over green when I see another vessel or am going below for any reason.

Strobe lights are the worst! When a strobe light is flashing, nobody can see anything but the strobe light — and it's impossible to judge how far away it is.

Our third encounter was with a wooden sloop, no radar signature, first spotted a half mile away in fog off Brixham in the English Channel. He had something about the size and shape of a grapefruit under his spreader, which may or may not have been a radar



Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- ♦ Phone hook-ups
- ♦ Dock boxes
- ♦ FREE pump-out station
- ♦ Fuel dock
- ♦ Ample free parking
- ♦ Excellent security
- ♦ 25'-60' berths
- ♦ Restaurants
- ♦ Sportfishing center

EMERYVILLE MARINA

A quick trip to the Bay, a quick trip from your home.

RECENT UPGRADES AND OFFERINGS:

- Recently dredged berths and channel
- ♦ NEW bathroom, shower, laundry facility
- **FREE** utilities
- FREE launch ramp & fish pier
- ♦ NEW full service chandlery

Call for competitive rates

EMERYVILLE

MARINA

Powell St. exit Emeryville

(510) 596-4340

fax (510) 596-4342

MEDIUM/LARGE

it's almost. an eclipse!!

Classy Classifieds

The Most Popular Sailing Classifieds in the West.

MAGICAL METALWORK

CUSTOM **EXHAUST** SYSTEMS

Repairing or replacing. We can make an old system better than new.



PRODUCTS FOR SAFER, QUIETER CRUISING conception to design to construction -We specialize in designs to fit your needs.

"Marine metal work — it's not part of our business it's our only business."

- Custom Fabrication in Stainless
- and Aluminum Dock space at
- our doorstep We sell raw materials
- Automated plasma cutting
- · Metal shearing Radar Mounts
- **Davits**
- Bow Rollers
- **Exhaust Systems**
- Polishing
- Electro-polishing Heli-arc welding
- Machining Pipe bending MC VISA



333 Kennedy Street Oakland, CA 94606 (510) 436-5133

Fax (510) 436-5134

ALTA MARINE ELECTRONICS

Navigation & Communication Electronics



A FAST, **FULL CHARGE**

With your alternator, or one of our highoutput alternators, the Automatic 3-Step, Deep-Cycle Regulator provides a fast, full charge and extended battery life. Your savings in engine hours and fuel will quickly recover the low cost of the system. The 3-Step Regulator regains untapped capacity from your batteries and allows longer periods between charges. Battery overcharges are eliminated. Get out of the Dark Ages and give your deep-cycle batteries a deepcycle charge the 3-Step way.





The Ultimote storts chorging in just 4 knots of wind, ond will generate 140-200 amp hours per day in 10-15 knots of wind. The three year worranty is the longest in the industry. Coll for information regording the Seven Seos Cruising Associotion Commentary, You'll like whot you



Navlink is a new package which allows position information for Loran, GPS or SatNov to be used by your personal computer. It's easy to use software and hardware is designed to work on any PC and with all common brands of navigation equipment. Call to order today.

Specialists in Complete Marine Electronics and Electrical Systems

- Dealers For:
 Alden Weatherfax
 and EPIRBs
- ICOM & Kenwood SSB
- Panasonic Radar & VHF
 Computer Weatherfax, HFFAX
- American BatteriesAlpha Auto Pilots
- Isolation Transformers and GFIs
 Micralagic GPS
 interphase GPS . . . and mare

ALTA MARINE **ELECTRONICS**

Store location in Grand Harbor Marina Mailing address: 1406 Park St., Ste 100 Alameda, CA 94501-4510

(510) 523-6011

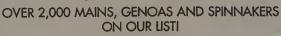






THE SAIL BROKERS

USED SAILS UP TO 70% OFF







reflector.

Our fourth encounter was of another kind. The Solent, off the south coast of England, has the same high density of pleasure boats on a Sunday afternoon as we have in the Bay. As we were leaving through a narrow channel some adventurous chappie tacked to cross our bow so close that we lost sight of him under the bow. After much whistle blowing the pilot remarked, "Around here we call those "WAFIs". That's short for Wind-Assisted F--king Idiots." I know Latitude tirelessly warns local sailors to stay clear of the big ships on the Bay — talk about something stealing your wind — unfortunately, it's not just a local problem.

Based on my own experience, American ships keep a good lookout, both visual and on radar. It's perhaps best at night when there are more people watching. I can't speak for flag-of-convenience ships with Third World crews who are helping to put American shipping companies out of business, but you can't avoid what you can't see. So let's keep those sailboat lights burning bright and those radar reflectors flying. And remember, the sailboat skipper is equally responsible for keeping a lookout, taking timely action to avoid collision, and for monitoring VHF Channel 16.

When I am on a ship, Pete at Traveller's Mailbag always sends a Latitude with my mail. And it gets well read. Thanks for a great magazine.

Mike Jefferis Walrus Sausalito

RESTORING THE HEALTH OF THE BAY

I recently picked up your November issue in which one of your readers asked about the Save San Francisco Bay Association. You replied that you weren't familiar with our organization.

The SSFBA was founded 30 years ago to lead the fight to stop Bay fill. Without this campaign, the Army Corps of Engineers predicted that 2/3s of the Bay would be filled by the year 2020. Had this filling not been stopped, Bay Area boaters would have found themselves nearly without a Bay to boat on.

Over the years 'Save the Bay' has been instrumental in many other victories in the effort to protect the Bay. At the moment, our highest priorities are restoring health of the Bay by reforming California water policy, reducing toxic pollution, preventing the loss of wetlands and finding a solution to the Bay dredging crisis. The association also encourages public access to and recreational use of the Bay. Many of our members are boaters. I count myself among them.

You also indicated your concern regarding unscrupulous nonprofit outfits seeking funding. We agree that it is appropriate for prospective contributors to request financial statements and/or information regarding the organization's effectiveness. As you point out, there are instances where the majority of funds raised by a charity are consumed by overhead and fund-raising costs. These instances, however, are rare. Most non-profit groups, like the SSFBA, are hard-working, under-funded and run by overworked and dedicated volunteers and staff.

I believe that Bay Area mariners share our dedication to protect and restore the health of the Bay — the largest estuary on the West Coast. As coordinators of a campaign to restore the Bay, we are working hard to reach out to groups and individuals who care about the Bay. We invite interested groups or clubs to contact us at (510) 452-9261.

> Barry Nelson **Executive Director** Save San Francisco Bay Association

Readers — In a telephone conversation, Executive Director Nelson told us that the SSFBA was started in 1961 to create something like the BCDC, which was established by the legislature in 1969. Nelson says that the SSFBA sometimes agrees with the BCDC and sometimes

NEW YEAR . NEW SERVICES

We've been writing down your suggestions for new services and supplies you've asked to be available from us...

So, we've added:

- Sail Cleaning It's finally here!
- Marine Hardware including Pro-furl furling & reefing systems, Harken furling, blocks, and travelers. Schaefer blocks, furling systems & Simpson Yacht Braid.
- Bayside Services pick up and delivery for our customers (especially travelers) for both Port San Luis and Morro Bay. Call for details, we're here to help.
- Multi-Hull Performance Sails We know wind!
- **Rigging**-Improved including wire to rope halyards, lifelines, sta-loc Norseman, rod and wire.
- Used Sails We buy, sell and trade used sails. Call for details.

Bring in or Mention this Ad

JANUARY SPECIAL

10% OFF

And all new orders of sails, spinnakers, Profurl systems

PROFURL SYSTEMS AND OUR NEW SAIL CLEANING.

GOOD ON NEW ORDERS ONLY. EXPIRES 1-15-92

Whether you're the skipper of a working boat, a cruiser, a weekend sailor, or a performance minded racer, take to the seas with sails you can trust. For prompt quotation and reliable after sales support, just give us a call.

QUALITY...

PRICE...

EXPERIENCE...

SUDDEN SERVICÉS...

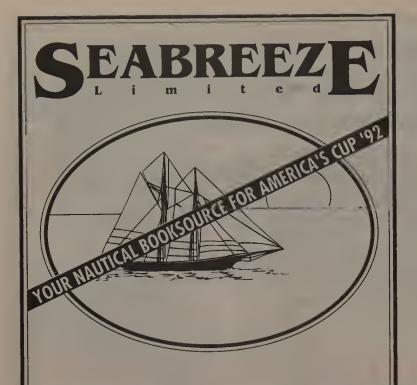
SAILS, CANVAS, AND ALL

YOUR RIGGING NEEDS...



1147-B Market Street, Morro Bay, CA 93442

(805) 772-5991



Nautical Books • Charts • Videos Gifts • Brassware • Clothing America's Cup Items Classic Dinghies

1254 Scott Street • San Diego, CA 92106 (619) 223-8989

TRADITIONAL SMALL CRAFT HEADQUARTERS



TURN YOUR USED GEAR INTO CASH!

\$ LARGE SELECTION OF USED GEAR \$
SOLD ON CONSIGNMENT. \$



THE

BOATERS FRIEND

805 University Ave.
(Next to Spenger's in Berkeley)

(510) 848-4024

Mon.-Fri 9-5 Sat 9-5

NEW EVENING HOURS *
Thurs 9-8pm

LETTERS

does not. SSFBA's big push now is to save wetlands; they don't think the BCDC is doing enough. They also disagreed with the BCDC's approval of the huge aquarium at Pier 39 because of the dredging that would be involved.

Nelson's answer on boats being "bay fill" was fuzzy. As long as boats were in marinas, he didn't think they were. If moored out, he thought they were. When asked about liveaboards, he says the SSFBA follows the BCDC line of "housing not being an appropriate use of the Bay" — except for about 10% required for safety. We're not sure he realizes that the 10% is only allowed under the BCDC's onerous regulations — which is why 'sneakaboards' are so popular.

For more information on whether or not you may not to support such a group, call the number listed above.

U↑HATEFUL IMAGINATION

Your recent publication of a letter by Avery Foskit Crouch grossly misinforms your readers and also shows your reckless disregard for the principles of fairness and truth.

Crouch falsely attributes an alleged racist comment about yachting enthusiasts at Ala Wai Yacht Harbor to Lt. Governor Ben Cayetano of Hawaii.

The truth is that the Lt. Governor has never — and would never — make such a comment. Your newspaper erred by assuming that Crouch had his facts straight. The courtesy of a simple telephone call to this office would have set the record straight.

Furthermore, Crouch claims that the Lt. Governor — as a state senator — was a major proponent of legislation concerning searches of boats. The legislation, Act 379, was passed in 1988. The Lt. Governor, who was elected in 1986 to serve as Hawaii's chief election officer, never engaged in private or public debates on that legislation. In fact, he was unaware in 1988 that such legislation was under consideration.

Instead, you should search for the truth and name the place or event in which the Lt. Governor could have made such a comment. You will find that the alleged comment is the result of Crouch's hateful imagination and own personal attitudes on racism.

Randy Obata Press Secretary Honolulu

Randy — Crouch is clearly mistaken about Cayetano's role — or lack of it — in the passing of Act 379. Nonetheless, it's hard to imagine that any elected official in these United States can stand by while the protections against searches without reasonable cause, supposedly guaranteed by the Fourth Amendment, are trampled underfoot.

As for Cayetano denying "racist" comments about 'rich f--king haoles' in the Ala Wai, perhaps he doesn't recall everything he said back in the '70s. A lot of boatowners from that era apparently seem to remember, as the comment has taken on something of a legendary status.

#↑AUTHOR'S FEE NEEDED

Enclosed is a copy of Hawaii Lt. Governor Cayetano's letter to me, which is in response to my letter to him which has to do with the alleged statements made by Mr. Cayetano by one of your readers. As you can see, Mr. Cayetano rather forcefully denies making the statements about haoles that you quoted on page 40 of your November 1991 issue. Any comments?

Regarding the law (Act 379, which is the real issue that intrigues me), I will either receive the copy from Hawaii through Mr. Cayetano's office or will obtain my own copy at the law library.

If this Hawaiian law comes even close to the interpretation given it by Mr. Crouch in his letter to you, I feel appropriate actions should be immediately taken to prevent its enforcement — since it appears to be a Constitutional abomination. As is true so many times today,











FURUNO



16 mile radar. ALE \$1529.00 **FURUNO**



24 mile radar. ALE \$1779.00

FURUNO Fax 208A



Come by Our Booths (238-241) for Your Free 1992 Catalog

ALAWEDA 2051 GRAND STREET (510) 865-3777

Marine Electronics

SANTA CRUZ 333 "C" Lake Avenue (408) 475-3383



LEADING **EDGE** SAILS

FULL SERVICE LOFT ON THE PENINSULA

QUICKEST TURNAROUND ON REPAIRS

OFFERING THE FINEST IN CUSTOM RACING AND CRUISING SAILS

(415) 347-0795

Across Hwy 101 from Coyote Point 1125 North Amphlett Blvd., San Mateo, CA 94401

SAN FRANCISCO BAY INC

10% OFF List Prices for Bow or Stern Rail, Stanchion set, Radar Mast Mount or Radar Arch.

CRUISING SOLUTIONS:

Because mast mounts use the existing mast for their main support, they are the cheaper way into the world of radar, leaving more pesos for that trip to Mexico.

Our mast mounts are:

- Type 316L stainless steel to stay looking nice up there
- 1" x .065 wall tubing that won't get torn off
- Custom made for your mast
- Cheap, as in \$245.00 plus tax

Available options include TV and hailer horn mounts, sail guard if your jenny will sweep across it.

1924 Willow St. at Clement, Alameda, CA 94501 (510) 521-8966 • Fax (510) 521-0962



CRUISERS, RACERS, BROKERS, BOATERS...

HAULOUTS \$4/FT!!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

%Perkins

Authorized Dealers
Sales • Service



- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair



#9 Embarcadero Cove Oakland, CA 94606

(510) 534-2757

Conveniently located on the Oakland Estuary - 2 blocks from West Marine

LETTERS

the problems are the needless proliferation of unnecessary laws and the legislators that create them.

I personally feel that a fee — not a tax, mind you — should be levied against any legislator who proposes a new law. The 'fee' would automatically be deducted from his or hew newly increased salary. We could call it an 'author's fee' and apply it to improvement of boating facilities, reduction of the national deficit, or some other equally benign purpose.

I certainly appreciate you bringing this law to our attention. A free press and private Bar are many times the only effective protection we have against tyrannical laws and the people that create them.

Ronald Alan Kuns Petaluma

Ronald — You may have read Earl Hinz' letter on page 34 of our December issue, in which he reports that Avery Foskit Crouch is a nome de plume which has been used more than a few times in Hawaiian waterfront matters. Hinz went on to write: "The affair with Lt. Gov. Cayetano referred to by Mr. Crouch was brought on by very unpleasant confrontations between boatowners and state lawmakers in the 1970s, when the Lt. Gov. was then a state representative. Incidentally, it wasn't only Cayetano's unjustified rhetoric that set other legislators against boatowners. The then Governor George Ariyoshi also suggested that the Ala Wai Yacht Harbor be filled in and made into a golf course!"

Not wanting to just read between the lines that Cayetano made the statement that the people in the Ala Wai are, "Just rich, f--cking haoles", we phoned Hinz to ask him about it. He said, "That Cayetano made the statement is accepted as truth within the boating community." Hinz says he's also spoken to people in the Hawaiian legislature who off-the-record say, "they recognize that kind of statement".

So Ronald, you and all the other readers are going to have to decide for yourself based on that information. Personally speaking, we can't possibly imagine a public official either 1. saying something like that, or 2. denying saying something he really said. As such, Lt. Gov. Cayetano has our sincerest apologies.

With regard to Act 379, which was passed in 1988 and with which Cayetano apparently had nothing to do, there seems no doubt. If you want to moor in Hawaiian waters for more than 72 hours, you have to grant state officials the right to board your boat at any time—without probable cause. Hinz says this has also been the case for years in the Ala Wai Yacht Harbor and it's a condition of getting a mooring in Keehi Lagoon.

The funny thing is that exactly 200 years ago, we citizens of the United States were supposedly guaranteed against unreasonable search and seizure by the Fourth Amendment to the Constitution of the United States. Apparently that document has been misplaced.

\$\$\\$PREVENT GIVING VICTORY TO AN UNDESERVING BOZO

I just read your first reference to the last spring's Regata Bahia de Banderas. I didn't compete in the event, but I did played a major role in developing the handicap system.

With the proper scheduling, this event could be a feeder to Baja Ha-ha Sail Week. The super social cruisers from the southern contingent could mass terrorize several large and beautiful anchorages on their way north. The marina at Nuevo Vallarta, for example, is large and cheap, and access to Puerto Vallarta is neither difficult nor expensive. Serious provisioning, however, is much more convenient from the higher-priced Marina Vallarta.

Last year the local government went all out to throw a good party for the two-day Regata Bahia de Banderas, and Banderas Bay is a gorgeous place to cruise. On the way north to La Paz there are the huge anchorages at Las Penitas (Ensenada Jaltemba) and Matenchen Bay (just South of San Blas).

/ENDSEI

Marine Supplies at Discount Prices



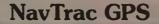
Trimble Navigation The name speaks for itself

TransPac GPS

Handheld GPS Receiver now... \$1,624.75

Remote antenna... 5324.98







Graphic GPS Receiver navigation simplified... through graphics! Only \$2,250.00 SONY GPS

Fits in the palm of your hand. INTRODUCTORY PRICE: \$1,249.92



Brass Lamps and Accessories from Holland Yacht Equipment

A huge selection.... including these beauties -

Clipper ~ list \$134.50 Our Price ... \$107.50

~ list \$99.00 Our Price \$79.20 Gimbal

~ list \$179.00 Our Price ... \$119.95 Trawler

Anchor light ~ list \$129.00 Our Price \$89.00





Communications

Horizon 40+4 CB Radio



now 50% off list... A Super Price... \$114.50

- 40 Channels
- 4 Marine Weather Channels
- Water Resistant
- Extremely User Friendly



GROCO HF Marine Hand Toilet

on SALE Now...35% off list ONLY \$130.00

• GROCO QUALITY • BRONZE BASE •

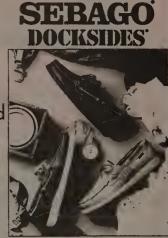




from Sebago makers of world class footwear -Docksides - hand sewn boating moccasin.

List: \$88.00

Our Price: \$74.80







Simply the best dinghy boot available ...in stock now!

List: \$90.00 Our Price: \$76.50

CHANDLERY (510) 521-8454

OPEN TO SERVE YOU M-F 8-5:30 SAT 8-5 SUN 9-4 **1851 CLEMENT AVENUE** ALAMEDA, CA 94501

BOAT YARD (510) 522-2886 **OPEN M-F 8-5**



LETTERS

As long as the masses didn't all converge on the lovely intimate spots — Isla Marrieta, Yelapa, Chacala, and Isla Isabella — at the same time, the 'party yachties' could have a grand time jump-starting the Ha-ha without being Ugly Americans.

Okay, Lee Helm, how might we improve on last year's ACCRRR (Arbitrary Cruising Class Racing Rating Rule) that we used last year

for the Regata de Banderas?

We started out with PHRF numbers for the few boats that had class ratings: a J/35, a Thunderbird, and a few others. We then examined the measurement data of the entries, some of which was sketchy. Typical entry information was as follows: 47-foot schooner, pretty heavy, draft about $5\frac{1}{2}$ feet, "seems like she has a lot of sail area". That kind of thing.

The question becomes: "How do we handicap a boat with no accurate physical specification and no past performance data base? How might we keep the arbitrariness of our handicap numbers from completely eclipsing the level of sailing skill demonstrated by the

competitors?

Our home port of Marina del Rey has held a Cruiser's Racing Series for several years. They, too, start with PHRF numbers and adjust for such things as liveaboard or not, sail inventory, etc. They then proceed to adjust the numbers throughout the series, penalizing boats that have performed well and rewarding those who performed poorly. Like golf handicaps. The idea was that a database would be developed after a while that could be used to handicap boat/skipper/crew units against each other.

We had a single race event in Banderas Bay, so we couldn't make any modifications in cases where bad ratings had been assigned. The horror of the handicapper is when the numbers are so wrong that a badly sailed, weed-bottomed tub creams the well-prepared and well-

sailed racing sloop.

My solution was to save the arbitrary assignment of a handicap until after the race was over, at which time we at least had the data of one race to examine. "What?" you say, "If you wait 'til the race is over to give the handicaps, the handicapper gets to decide who wins!" To which I say, "Of course, just like in regular PHRF racing where the handicaps determine the winners."

We applied one other handicap racing model to our system. There is a recreational ski race system where a course is set up and some real racers take some runs, from which a "Scratch Course Time" is derived. The performance of the individual recreational racers is compared to the course time, with handicaps added for age, so that a teenager who finishes four seconds slower than the course time gets a silver medal, while the 50-year old who finishes five seconds slower might still get a gold medal.

So we took the PHRF corrected elapsed times for the J/35 and the Thunderbird as our "scratch course times", and used these along with the course distance to derive a "rating needed to win" for each boat's performance in the race. Then the anonymous handicapper judged

each boat's performance against that number.

For instance, if a Ranger 33 had a 'rating to win' of 147 seconds, she performed very well, for the boat normally sails with about a 150 second rating. Conversely, the 47-feet schooner that sailed the reaching course in 12 knots of wind with a 'rating to win' of 210 performed very poorly. You see how it works?

There are some advantages to this system. We called the 'rating to win' the "Performance Number", and were able to calculate that number for each boat as soon as we had the 'Scratch Course Time' and the individual boat's elapsed time over the same course. This meant that everyone had a relative idea of how they and their boat had sailed that race, and this objective information could be posted immediately. Meanwhile, the subjective anonymous handicapper(s) could figure who would get the trophies.

This system does not assure that the best sailor wins the contest, but it can prevent a handicapping error from giving the victory to an undeserving bozo. The goal is to get folks out in their boats, sailing



First New England Financial

A UNIT OF G.E. Capital









"There's only one marine financing professional!"

Before you look for your next yacht, call one of the experts that have over fifty years of financing and yachting experience.

Northern California • (510) 614-0567

Bill Kinstler

Southern California • (714) 752-0919

Jeff Long

Regional Manager • (800) 233-6542

Michael Bryant

1601 Dove Street, Suite 125, Newport Beach, CA 92660 1320 Harbor Bay Parkway, #240, Alameda, CA 94501 Minimum Loan \$25,000



on Hwy 101 take the Sierra P Pkwy Marina Blvd. exit.



and sheet foam. Experienced consulting

SERVING ALL YOUR NEEDS FROM OUR NEW

EXPANDED FACILITIES:

314 West Depot Bingen, WA 98605

(509) 493-3464

in all phases of reinforced plastics.

1041 G 17th Avenue

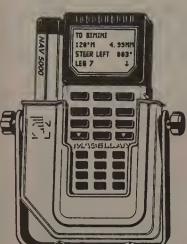
(408) 476-7464

Santa Cruz, CA 95062

OUR HARBORMASTER'S OFFICE

AT (415) 583-6975





New Magellan Nav 5000 – 5 Channel GPS

Mountable. Portable. Connectable. Incredibly accurate. And surprisingly affordable.

If you've been wating to buy a GPS receiver, there is no reason to delay. The NAV 5000^{TM} Plus is here.

The Global Positioning System stands ready right now to guide you anywhere in the world.

NEW LOW PRICE!

WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDE'S CAL-MARINE



ELECTRONICS CORPORATION

PIER 19, THE EMBARCADERO SAN FRANCISCO, CA 94111

(415) 391-7550

SERVICE •
ISTALLATION •



LETTERS

around as efficiently as they can, back to the dock for a party, and not have anyone too pissed off at anyone else. The rewards should come from the race experience and not from the size of the trophy.

So, what do you think, Lee? I'm sure you agree that exposing more folks to racing enriches all aspects of sailing. What are the best ways to hold contests where the boats are essentially unratable? The better we do this, the more folks and boats we'll attract.

Hope to see many of you in Mexico this season. Keep an eye out for Scallywag, and say "Hola" if you get a chance.

Timothy Tunks
Scallywag
Santa Monica

Timothy — We don't know what Lee thinks, but we believe that unratable boats are just that: unratable. It's like trying to figure out how much beer to buy for a cruisers' pot-luck when you don't know how many people are coming and whether or not any of them even drink beer.

Nonetheless, we must confess we admire the effort and perseverance with which you attacked the problem. We can only wonder if anyone in the fleet even cared as much.

UNNEW MEASURED MILE MARKERS

Forest Reed, a member of Alameda YC, conceived the idea of renewing the dilapidated nautical mile (6076.1 feet) markers as an Alameda YC community service project.

Reed and his fellow surveyor, Tom Trombly, led a group of 11 Alameda YC members onto the Alameda Naval Air Station and the Sea Land Marine Terminals last November 3, to renew and replace these markers. Reed verified that there was less than one hundredth of one percent error in the marker's original locations, and directed club members in placing the new stainless steel posts with bright yellow triangles in their original locations.

The range markers are on the Alameda side, while the Oakland side has a marker to alert the mariner that a measured mile marker is available for use. The westerly markers are about a quarter mile from the Estuary entrance, while the easterly markers are approximately opposite the public fishing pier east of the San Land Terminals. This is the only measured mile we are aware of in the Central Bay.

Ted Todd Commodore, Alameda YC

U♠I WAS KIND OF EMBARRASSED

Maybe I attended a different seminar from that described by Marlene Allen. The Safety At Sea Seminar I recall consisted of a terribly uneven series of presentations, represented at the high end by Captain Bonds, and at the low end by a confused physician discussing seasickness.

The entire program was dominated by a locker room mentality with plenty of sexual innuendo. This was unfortunate since fully half the audience were women who by all appearances were not galley wenches or First Mates: they looked and acted like boatowners and skippers. Being a 57-year old white male who has seen his share of locker rooms, I was kind of embarrassed at the relentlessly juvenile tone of the presentations.

If Ms. Allen is correct, those 300 attending the seminar paid about \$12,000 toward seminar support costs. Presumably that money paid for travel and accommodations, even honoraria. If so, the organizers might consider demanding a higher degree of organization from future presenters, some of whom might even be women. The segment on liferafts left me downright concerned over the competence of the people on the stage to pack a raft.

Generally the presentations were flawed from both lack of coherent organization and their nearly uniform determination to be funny at the expense of good sense and taste.

The seminars are an excellent idea and will doubtless improve with



Oyster Cove Marina, Inc.

Berthing at Oyster Cove Marina makes boating easier, more convenient and more enjoyable

- Berths 30-ft to 60-ft
- Water, Electricity and Telephone
- Heated Dressing Rooms and Showers
- 7 Day HarborMaster Office
- Double Finger Concrete Slips
- 24 Hour Security
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

LIVEABOARD BERTHS AVAILABLE

(Limited Number)

385 OYSTER POINT BOULEVARD **SOUTH SAN FRANCISCO** (415) 952-5540

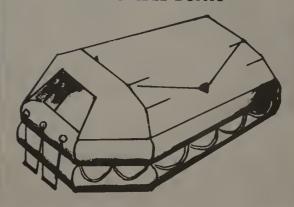
USCG APPROVED TESTING FACILITY

SALES • SERVICE REPAIRS • RENTAL • REPACKING

OF

USCG, SOLAS, COMMERCIAL, YACHT AND FISHERMAN

INFLATABLE LIFERAFTS INFLATABLE BOATS



MARINE COMPANY

555 SELBY STREET



Rogers Electronic Services

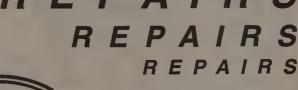
Serving San Francisco Bay & the San Joaquin Delta Clip This Adfor

10% OFF Labor Rates Offer Expires Jan.31, 1992

We sell and service all major brands of marine electronics with Boat Show Prices all year.

(415)924-5366

SAN FRANCISCO, CALIFORNIA 94124 (415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

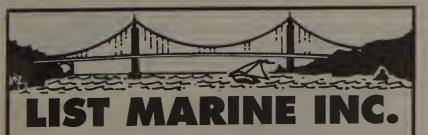




HAYNES SAILS

A full service sail loft

70-U Woodland Avenue San Rafael CA 94901 (415) 459-2666



69 Liberty Ship Way • Sausalito, CA 94965

- Complete Marine Engine Service
- Authorized & Perkins Dealer
- WE SERVICE ALL MAKES
- Used and rebuilt Engines From 1 to 8 Cylinders

FREE LISTINGS **OVER 2,000 USED BOATS** FOR SALE (BY OWNER)

Receive a detailed description of used boats with seller's name and phone number ABSOLUTELY FREE OF CHARGE. UP TO 100 NEW LISTINGS PER WEEK.

BOAT LISTING

1(800) 542-4888 • 1(408) 288-6011

GLOSS FOR SALE



STERLING

POLYURETHANE COATINGS

An investment in excellence.
A promise of quality.
Unmistakable STERLING gloss.
Demand STERLING—Call us collect today

DETCO

Box 1246 • Newport Beach CA 92663 • (714) 631-8480



Award Winning Canvas Products
Custom Interiors & Cockpit Cushions

Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito For *Free* Estimates Call

(415) 332-3339

YOUR #1 IN **VOLVO PENTA**

- 15 Years of Factory Trained Experience
- Repower Center
- Largest Inventory of Parts & Engines
- Technical Advice at No Cost
- We Ship Anywhere

Satisfaction Guaranteed – Call Us Today!

1-800-326-5135



145 THIRD STREET SAN RAFAEL, CA 94901

(415) 453-1001 FAX (415) 453-8460

LETTERS

practice. This one provided a great deal of useful information and was well worth the admission price. Next year they might consider passing out a critique sheet for some audience suggestions.

Bob Connelly Sacramento

Bob — In as much as your criticism is constructive and not meanspirited, we're certain the organizers will take it to heart.

Anyone else have an opinion on the Safety at Sea Seminar?

U∩USE THE BALLOT

With all the (justified) bitching and moaning about the boat User Fees (read 'tax'), there is something some of us can do about it. An election will be held in 1992, and Leon Panetta, the man who specifically takes credit for saddling us with this boating tax, is up for re-election for his House of Representatives seat.

The Honorable — that's his title — Mr. Panetta artfully tacked the User Fee onto an appropriations bill at the last moment of the last session of the House, knowing that the bill would pass unquestioned because the members were in their usual hurry to adjourn.

Those of us boaters who live in his district, which includes Montèrey, Santa Cruz and nearby areas, can strike back — by using the ballot! And by talking it up, persuading other mariners, friends and relatives to vote against him.

I don't know whether Panetta will be opposed in the primary, but if he is, let's vote him out. If he gets to the runoff election for Congress, vote against him. Vote against him even if it means crossing party lines. None of us, Democrats or Republicans, should countenance Panetta as our representative in Congress. Even if the tax is not repealed in 1992, we'll at least have the satisfaction of getting him out of office.

In the meantime, write to your representatives and senators, asking them to repeal the User Fee.

It is my intention to contact every South Bay area boating organization at the appropriate time in 1992, to try to drum up a groundswell that will end Panetta's congressional career.

Hank Cohan Caliber 33, Tyche

\slash fif the user fee were credited to the coast guard . . .

Re: the \$95,000 the Coast Guard spent making sure the *Dauntless* didn't sink.

If the User Fees — which we're all paying, of course — were credited to the account of the Coast Guard instead of going into the government's General Fund, that would be one thing. But they aren't.

Tim Hendley Absecon, New Jersey

Tim — Are you trying to tell us you've got something against recreational boat 'User Fees' being used, for example, to pay off the House of Representatives Dining Room bills of people like Congressman Leon Panetta? Have you misplaced your largesse?

#ATHE TRUTH BE KNOWN

I'm just one of the many who reads every word you print each month — even the ads! But when I read that the Islero, the Swan 46 with the "star-studded" crew, won the 1991 Swan Rolex Cup overall, I felt that I should defend the Zeus crew. They were the real overall winners of the Swan Cup.

While we on Zeus weren't a star-studded bunch, our crew sailed at a world class level all four days of the regatta. Our only miscue of the week was misreading the course during Saturday's race. Since then, Van Fowler has given a sizable donation to the RIF (Reading is Fundamental) Foundation.

Van Fowler, owner of the Swan 391 Zeus, incidentally, has won

COMPETITIVE YACHT INSURANCE

Our Agency Can Offer You

Policies Designed For Today's Yacht Owners
Credits For Boating Experience
Convenient Installment Plans
Special Rates For High Value Vessels
True "ALL RISK" Coverage

CALL NOW FOR A FAST QUOTE (415) 341-2674

HACKWORTH & COMPANY

(FORMERLY R.F. DICKERSON)



ROLLER-STAY® for Hank-On Sails by MARINER

The Roller-Stay is the only furling system in the world that works with your existing hank-on sails. It doesn't need a tunnel luff extrusion and neither do you.

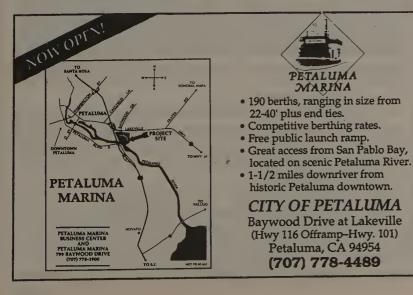
In fact, hank-on salls are better for most sallors. Why? Because they remain attached to the headstay throughout a sall change. That makes foredeck work safer, requires less crew and gives you peace of mind.

So don't change your

So don't change your hank-on sails, improve them with a Roller-Stay.



2280 Shasta Way 106, Simi Valley, CA 93065 (805) 522-9091 • Fax (805) 522-6218



STANFORD UNIVERSITY SAILING PROGRAM

Vessels for sale:



1985 Dehler 34 auxiliary racing sloop Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brooks & Gatehouse instruments and plenty of sails. Yanmar 27hp disel engine. Ready to race and win.

1978 Swift 40 Ketch Fiberglass. Designed by Sparkman & Stephens & built to excellent standards by Swallow Craft in Busan, Korea using Lloyds register of shipping specifications. Pisces 3 cyl. disel. Accommodations for eight. Excellent condition!

1974 Balboa 26 auxiliary sloop Includes Trail Rite tandem axle trailer. Swing keel vessel built by Coastal Recreation. VHF, depth, compass, galley, etc. Great as a trailable local coastal and inland cruiser. Very good condition.

1977 Catalina 25 auxiliary sloop Includes E-Z Loader tandem axel trailer. Swing Keel sloop manufactured by Catalina Yachts. Another great trailable local coastal and inland cruiser. Very good condition.

1986 Boston Whaler 17' "Montauk" center console sport fisher Includes 90 hp Evinrude outboard (minimal hours- almost new), E-Z Loader trailer and lots of extras. Boat is in mint condition & ready to go.

For more information, please contact Michael Donovan at (415) 728-3331

New Year Special

Make '92 Your Year...



...To Sail!

Sailing Lessons

At All Skill Levels 25% OFF!

For Example; Basic Sailing I Course Learn all the fundamentals, including:

✓ THEORY

✓ NOMENCLATURE

✓ RIGGING

✓ FINDING WIND DIRECTION

✓ HOISTING

V TRIMMING SAILS

✓ CREWING

✓ HELMING ✓ COMMANDS

✓ TACKING

✓ GYBING

✓ KNOT TYING

New Year Special

\$ 258.75

You Save

Two Day Course; Fourteen Hours Of Instruction. Everything from books and boats to lunches and foulies included.

Purchase Before January 31, Take Your Course Anytime In '92

Gift Certificates 1-800-223-2984

The most comprehensive training anywhere. Over one dozen different courses.

FREE BROCHURE



OLYMPIC CIRCLE SAILING CLUR

seven of eight races in class and in fleet in the past two Swan regattas.

True, nobody onboard had names like Lowell North or Bill Menninger. But we had John Stewart, Steve Marsh, and Dan Brusseau - names recognized only by other Northern California sailors. But dammit, they sailed beautifully and they deserve that the truth to be known.

P.S. If we can get a newspaper everyday, can't we get a new Latitude twice a month?

> Scott Easom Easom Marine

Scott — Figuring out the 'overall' winner in events like the Swan Cup is no easy task. Our congratulations to the owner and crew of

UNTHE CREW LIST WORKED FOR ME

Thank you for sponsoring the Mexico Crew List Party!

After I had sent my application to the Crew List and attended the party, I received four serious offers to crew on boats headed south. I then went on daysails on two of the boats.

I left the Bay Area November 7 with Doug Gray aboard his O'Day 322, Serenity Two. We arrived in Cabo San Lucas on November 22. Except for some rather strong easterly winds and confused seas south of Turtle Bay on the 19th, we had a great trip down. I was also able to learn a little of what it's like 'out there', and to note some things that I want to do to my own boat.

I am looking forward to the spring Crew List and party, as I will be looking for crew for my own boat, a Cabo Rico 38, to do some coastal cruising.

John Anderson Alameda

U↑CREW CULTURE

A senior at the UC Santa Cruz, I am studying anthropology and am most interested in cultures — cultures of the sea, that is. Thus I am writing my thesis on *Delivery Crew Culture!*

As such, I'm looking for people with experience working as delivery crew. I specifically want their thoughts, feelings and any analytical perspective on: 1. Space; habitable space, living space, dealing with the small space. 2. Nature. What is it to you? and 3. Codes of Conduct. What's your experience, are such codes necessary?

I would appreciate any comments, stories, whacko ideas, thoughts or suggestions. Please send them to:

> Noelle Hester P.O. Box 1294. Capitola, CA 95010

Noelle — There are some remarkable specimens around, we sure hope they help you out with your research.

♦ ↑ DON'T LEAVE PORT WITHOUT IT

Try to remember the last time you heard about a boating product — especially one designed for cruising boats — that was reasonably priced, required no power, couldn't break or fail, and didn't need a full-time onboard specialist.

Such a product is now available for cruisers planning on visiting foreign ports. It's called The Flag Bag, and I can highly recommend it as something you shouldn't leave the country without. It's simply a compact, self-contained kit that enables you to quickly create any code or courtesy flag that may be required.

My wife and I left Ventura last November to join the Some Like It Hot Rally and had The Flag Bag aboard. From Cabo we continued south and eventually made our way through the Canal and on to Florida. Kathy got pretty good at making courtesy flags for Guatemala, Nicaragua, Honduras, Costa Rica, even Colombia, in order to keep the port officials and gunboat captains happy. Unlike



DODGERS

Over the years our designers and craftsmen have developed the finest dodgers available, each customized to fit an owner's needs and designed to blend with the individual boat. Built with stainless steel and the finest materials, options include:

- Window covers
- Zip-off fronts
- Side and aft handrails
- Aft sunshades
- Custom design



PACIFIC COAST CANVAS

2025 CLEMENT AVENUE ALAMEDA, CA 94501 (510) 521-1829

CUSTOM PRODUCTS

The creative abilities at Pacific Coast Canvas are limitless. We have assisted in the design and construction of thousands of prototype items featuring all types of covers. Additionally we offer unique products designed and built for the most discriminating customer's requirements.

We have been serving the Bay Area since 1983 and have the experience and capabilities to handle any size product from the concept and design to the finished product and installation.

We are a one-stop shop and are able to provide all your canvas and upholstery needs.



CUSHIONS

Our complete upholstery shop can provide our customers with the finest in cushions craftmanship and design. Our products are custom-designed for your boat using the latest in patterns, colors and materials. Our staff can handle any job from new cushions to restorations using the same fabric and designs as the original. We have upholstered every kind of craft from small ski boats to giant America's Cup Sailing Yachts.





Gateway to the Golden Gate

Location • Location Some choice berths are available Check With Us First -

Full Service Marina • Full Facilities

Berkeley Marina

201 University Ave., Berkeley, CA 94710 (510) 644-6376

Donate your boat to the Sea Explorers



Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin (510) 638-3600

Sea Scout Division San Francisco Bay Area Council

If you've got a classic boat, come see us.

We've got all the fine old tools and the people who still really know how to use them — and we've got all the newest stuff, too, and we know how and when to use it and when **not** to use it.

We believe the only way to get to be the oldest boat yard on the West Coast is to be the best. Year after year after year.

If your boat has a real problem no one else has been able to fix, come see us.

If you've got a big boat, come see us, and our 500 ton marine railway.

And especially come see us if you've just got a boat you love dearly, any kind of boat, and want to take her where she'll get the treatment she deserves.



2517 Blanding Ave. Alameda, CA 94501 (510) 523-3030

LETTERS

this country, those guys take the proper display of their country's flag on visiting yachts very, very seriously. Certain port captains are known to levy expensive fines — or worse — on those sailors not practicing proper flag etiquette.

The only place we found regular courtesy flags available was in Panama City, where prices ranged from \$20 to \$50 each! The Flag Bag paid for itself pretty quickly. Information about The Flag Bag can be obtained by contacting Ann Pencoff, 1567 Spinnaker Dr., Suite 203-101, Ventura, CA 93001. Or by calling (805) 658-8074

Mark Robbins Westsail 32, Dreamer St. Petersburg, Florida

Mark — Sounds like a great product.

Ralph and Kathleen Neeley of the Honolulu-based Neeleen, now at the Trinidad YC in Trinidad, gives high marks to Courtesy Flags Made Easy by Mary Conger. It's "an informative and useful guide for anyone interested in sewing their own courtesy flags". There are volumes for the Pacific, the Caribbean, Europe and the Med.

♦ ↑ ↑ EXAGGERATED LATITUDE ATTITUDE

Water Woman Wallops Latitude On Proboscis — Editors Cringe And Repent. That's how the headline should read.

Aw, c'mon guys! Jumpin' on Chris Brent for his locker room talk in his December (page 141) Changes isn't right because he's just got an exaggerated Latitude attitude.

Did Ms. Voelm in the December (page 60) Letters put the fear of Goddess into ya? If you don't like your reflection in the mirror, don't blame the mirror — change your face. If your testosterone won't let you, at least know thy kith and kin.

P.S. Don't feel too bad. Even with your hormone problems, you're still the only sailing rag worth reading. Maybe if you talked to your doctor. . .

Riloa Berkeley

Riloa — If you're trying to suggest that the Latitude editorial staff has mild porcine tendencies, you're right. We believe all men are "kith and kin" in that regard, including frauds like Alan Alda and Jimmy Swaggart. As long as the tendencies aren't mean-spirited or severe, we don't have a problem with them. And our doctor — who we see every week — says it's reasonably healthy. And he couldn't be wrong, not at his hourly rate.

By the way, we weren't "jumping" on Chris, we were chiding him for "exaggerating". After all, we don't want our kith and kin becoming bacon as a result of being too insensitive.

↓↑SHE SAVED OUR BOAT AND PROBABLY OUR LIVES

Four years ago, my wife and I left England to go cruising on our Moody 40. We have cruised the Mediterranean, the Caribbean and the South Pacific. We are now exploring the West Coast of the U.S. before heading home through the Canal next year. Last night we attended a seminar on self-steering given by the Singlehanded Sailing Society. The seminar was excellent, but the real purpose of this letter is to tell you about one of the speakers, Ornaith Murphy.

In February, 1989 we were anchored off the Cavalli Islands on the north coast of New Zealand. A storm system came in quickly from the south, and in less than two hours the winds were gusting to 60 knots. It seemed safer to stay where we were, especially as our guests had become very seasick. So we dropped a second anchor and my wife and I stood anchor watches.

Around 0200 there was a lot of commotion and we saw that one of the fishing boats anchored in front of us was dragging. They had trouble starting their engine and were soon drifting rapidly down on us. We immediately started our engine and tried to raise our anchors, but our boat was swinging so wildly in the awful seas that somehow

JKOOKE XKEE &K

BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete Dock System
Well Maintained Facilities
Beautiful Surroundings



Kappas Marina 100 Gate Six Road Sausalito, CA 94965 (415) 332-5510

- DEEP WATER BERTHS:
 BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM DOCK CARTS
- PUMP OUT STATION
 AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI • LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX METERED ELECTRICITY PHONE HOOK-UPS WATER

OFFSHORE & COASTAL CLASSES

IMPROVE NAVIGATION & CRUISING SKILLS WHILE SAILING



FOR A CLASS SCHEDULE CALL (510) 372-0144

CRABTREE MARITIME SERVICES

USCG 100 TON MASTERS LICENSE INSTRUCTOR, DEPT. OF NAUTICAL SCIENCES COLLEGE OF ALAMEDA

DELIVERIES • CHARTERS

I'd rather be

SAILING with Jay

Master Seaman & Professional Sailing Coach

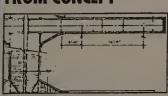
Beginning • Intermediate • Racing • Power • Certification

25 years • Let Experience Give You A Hand® • 100,000 miles

CALL Jay Varner 510 376-8599

Write: P.O. Box 6564 Moraga, CA 94570

FROM CONCEPT



- Design flexibility, reduced maintenance and durability
- An unsinkable combination of polyethylene covering over a polystyrene foam block
- Not affected by petroleum solvents or marine pests

Poly Ponton

TO COMPLETION

MEETING ALL YOUR FLOATATION NEEDS SINCE 1968



(510) 233-5929 **Pelafoam inc.**

P.O. Box 36, Richmond, CA 94807

INTERNATIONAL YACHT SERVICES*

THE DOCKSIDE RIGGING SERVICE

WINTER SPECIALS

- * 50% OFF Mast Inspections
 - 15% OFF Standing Rigging •★

CALL FOR QUALITY SERVICE

★ 510 • 233 • 4838

64 Railroad Avenue • Point Richmond • CA 94801



Serving the San Francisco Bay & Delta Areas

- FREE Unlimited Towing & Assistance
- FREE Single Call Service at Sea
- FREE 24-Hour Response
- FREE Vessel Assist[™] Fleet
- FREE Fisrt Alert™ Cruise Log
- FREE VAAA Message Center
- FREE Discounts on Marine
- FREE Theft Protection Plan
- FREE VAAA Newsletter
- FREE Fully Licensed & Insured

WITH YOUR \$49 (SAIL) OR \$79 (POWER) MEMBERSHIP

For the most reliable, comprehensive service available

CALL TOLL FREE 1 (800) 367-8222

Marine insurance available thru V.A.I.S. Call for a FREE Competitive Quote

JOIN VAAA TODAY FOR PEACE OF MIND

☐ I hearby	apply for	membership	subject to	the Provisions	for Service.
Contract of					

☐ I'd like competive rates on boat i	
Registered Owner:	Date:
Address:	
	State Zip
Phone Res: ()	Bus: ()
	Reg./Doc No.:
	or Trailer
Signed:	
Payment Enclosed [To apply by credit card, call 1(800) 367-8222

Send to: VAAA, 1012 Brioso Dr., Ste. 201, Costa Mesa, CA 92627

IT'S A HOND

SALE

- four cycle
- 2 thru 15 hp
- sales, service, parts

Always wear a personai flotation device while boating and read your owners manual.



SALES AND SERVICE **Quality Names You Can Trust**

WINTER SPECIALS

VOLVO diesels 9 thru 62 hp



YANMAR diesels 9 thru 170 hp

Voyager Marine

1296 State St. P.O. Box 246, Alviso, CA 95002-0246 (408) 263-7633

Open Wednesday thru Saturday



LETTERS

the two rodes got wrapped around each other. We cut the engine at once, afraid the rodes would wrap themselves around the prop and pull it out of the boat.

With the anchors part way up, we began drifting, our progress hardly slowed by the weight of the anchors. Meanwhile, the fishing

boat had been towed to safety.

Our crew was too inexperienced and too sick to raise the sails, which would probably have been shredded anyway before we got them up and drawing. We tried calling for assistance on the VHF, but got only static. We set off two flares, but the visibility was so bad that we didn't really expect them to be seen from shore.

Then my wife noticed somebody on the deck of a little sailboat anchored about a quarter of a mile away. We kept flashing an SOS with our spotlight, but the boat was constantly being lost in the troughs and we didn't think we had been seen. At this point we told the crew that it might be necessary to launch the lifeboat. This sounds silly, but we thought that we might be able to deploy the sea anchor and stay off the rocks for a longer period of time than if we stayed on our own boat. We were now drifting along the coast, but there was a headland it looked like we wouldn't clear about a mile ahead.

My wife was still trying to get the attention of the other boat, although we couldn't see it anymore. Suddenly we saw a light flashing close by. I panicked for a minute, thinking it must be a marker for a reef or some other hazard. To our amazement, we soon realized it was another sailboat approaching. The woman in the cockpit although at the time I didn't know it was a woman - sailed around us in the appalling conditions. Each time she came into our lee, we were able to make ourselves heard above the noise of the storm. My wife crawled forward and shone a flashlight on the tangled anchor rodes.

The woman waved in acknowledgement and disappeared into the troughs again. Next time we saw her she was apparently anchoring her boat to windward of ours. We thought she had washed her hands of us. I cursed her and went below to get our survival pack ready for the liferaft.

When I came back on deck I beheld the strangest thing I've seen in my 28 years at sea. The woman sailor was surfing downwind in a tiny dinghy, heading straight for us, a line connected to her boat trailing behind. When she got close, we tied the dinghy on and she handed a Danforth anchor and rode up to us. She then motioned for me to get into the dinghy with her. Between us, we managed to haul the dinghy back to her boat. She then raised her own anchor, put it into the dinghy, and I surfed downwind holding onto the line rigged between the two boats. I was scared shitless!

She then cast off, and for the rest of the night she stood by, sailing round and round us, making sure we didn't drag again. The waves were steep and breaking, and the way she handled her boat under storm jib and triple reefed main was masterly.

At dawn we got help from a fishing boat and our friend sailed away, telling us to leave her anchors and the dinghy with the harbor master in Opua. Until last night at the Singlehanded Sailing Society meeting, we'd never seen her again.

From time to time as we cruised the islands we met people who had come across Ornaith. In Australia we read a newspaper article about a passage she had made from New Zealand during which her boat almost foundered after being struck by lightning in the Southern Ocean. She was also featured in a Japanese sailing magazine. In Tahiti we met a man who was writing a book, and wanted to include a chapter about her. A man at the Hawaii YC, the author of two books on navigation, wanted her to write the chapter on lifeboat navigation for his next book.

My wife and I do not wish to intrude on her Ornaith's privacy, and in fact when Bob Cranmer-Brown introduced her at last night's meeting, he mentioned that she was one of the quietest and most retiring members in the club. However we feel that seamanship and generosity like this should be recognized. She saved our boat and

A Salute to Jon Sanders



When this photograph was taken "Parry Endeavour" had already sailed more than 60,000 miles. The Mainsail had not been lowered after 1 year and 4 months at sea.

Jon Sanders sailed around the world three times non-stop single-handed – 81,300 miles.

And this remarkable man has completed seven circumnavigations of the world solo.

For each epic voyage, Jon has specified Rolly Tasker sails & spars.

	A	T 1-4		C
	Area	List	Our price	Save
MACGREGOR 26 S	SAILS:			
Mainsail:	130	\$650	\$390	40%
Jib:	88	352	211	40%
Genoa:	160	575	374	35%
Spinnaker:	310	640	448	30%
75% LATEEN SAIL	<u>:</u> 75	225	153	32%
GENOA:	156	625	438	30%
GENOA:	280	1070	728	32%
GENOA:	400	1470	1000	32%
SPINNAKER:	400	810	670	25%
SPINNAKER:	500	1020	765	25%
STORM JIB:	100	480	331	31%
STORM TRISAIL:	140	880	616	30%
ROLLER FURLER GENOA 6 OZ.: with Blue Sun Screen & I	500 Luff Foam	2300	1587	31%

FOR A FREE QUOTE **FAX YOUR SAIL SIZES**

ROLLY TASKER SAILS

AUSTRALIA AND ASIA'S LARGEST SAIL MANUFACTURER NOW IN USA. 38 YEARS SAILMAKING EXPERIENCE.

H.P. Copy, Suite 274 17 Horton Plaza SAN DIEGO, CA 92101

Phone: (619) 234-4709

Fax:

(619) 231-3989



SAIL WAREHOUSE

NEW SAILS AT WHOLESALE PRICES

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo MUNICIPAL MARINA

- Groups Clubs •
- Organizations •

IT'S TIME TO BOOK YOUR RESERVATIONS!!

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
 Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Showers

A Great Place To Meet For All Occasions! (707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

HAPPY NEW YEAR TO OUR FRIENDS

Cass' Marina will celebrate 31 fun years of teaching people how to sail, chartering boats, and building friendships with all of you. As San Francisco Bay changes around us, we cherish this cozy and beautiful spot in Sausalito where our friends can come and experience this unique setting. This time of year, when all of the migrating birds start to join our local ducks, when the weather goes from wet winter storm to warm winter sun, and when our friends come to visit in our little waterfront office and sip some mulled wine, we feel very thankful indeed. You are why we are here and enjoy this lifestyle so much. We hope to see you for another fabulous year, and we wish you peace and love and a very happy new year.



CASS' MARINA INC.

SAILBOAT CHARTERS/SAILING SCHOOL 1702 Bridgeway at Napa St. • P.O. Box 643 • Sausalito, CA 94966 (415) 332-6789



71 LIBERTY SHIP WAY

SAUSALITO, CA 94965

CUSTOM CANVAS

&
CUSHIONS
interior/exterior

CANVAS REPAIR AND CLEANING

Same day service for most repairs.

Free Estimates.







FTTFRS

probably our lives.

One more thing — and I am ashamed to say this: Until I met this woman I was a male chauvinist pig sailor, who thought and acted upon the assumption that a woman's place onboard was in the galley. I'm glad — and my wife is thrilled — that I have done a complete about face since that night. Although this is a very long letter, I hope that you will print it in full with my apologies to her and to all woman sailors

Maybe you can get Ornaith to give an interview to Latitude 38, as I am sure that she would be an inspiration to all sailors, both male and female.

James Radcliffe
Ariadne
Falmouth, England

James — That truly is an inspirational story. We know a little bit about Ornaith, and she even wrote us a letter once. If she wouldn't mind, we'll try to do a story on her in the near future.

♦ ↑ ELEVEN ENTRIES ON THE WEST MARINE PACIFIC CUP WAITING LIST

It's seven months until the first starting gun of the 1992 West Marine Pacific Cup, but the race is already oversubscribed. The Board of Directors of the Pacific Cup YC — who are more than a little in awe of the tremendous interest shown in this year's race — want to thank our friends at *Latitude* for helping to spread the word about "The Fun Race to Hawaii".

The 50 boats now on the official entry list range in size from a Moore 24 to a Santa Cruz 70 — both of which, incidentally, are in the doublehanded division! The fleet also includes just about every type of boat in between. They hail not only from the Bay Area, but also Southern California, Washington and Hawaii. And as of this writing, there were another 11 paid entries on the waiting list, ready to go should any slots open up.

It may be too late to enter this year's race, but there's still a way for one more skipper and crew to be part of the fun. The Pacific Cup YC is considering applications for the assignment of Communications Vessel. The requirements include a well-found boat capable of spending two to three weeks at sea, manned by an ocean-qualified skipper and crew. The club has some money available to help defray expenses. The Communications Vessel owner and crew will definitely be invited to all of the parties!

Interested skippers should write to: Pacific Cup YC, 2269 Chestnut Street, #111, San Francisco, CA 94123 or call me for information at (415) 331-7624.

Andy Rothman Pacific Cup YC

Andy — Congratulations on the success of this year's race. We're certain there'll be more than a few folks eager to volunteer their boat for the Communications Vessel.

UnTWENTY GOOD YEARS

In response to your inquiry about people that have had their boats for over 15 years: I have lived on and cruised Balamar for 20 years. She is a 42-foot (on deck) gaff cutter that was built in Bequia in 1969 by Griffith Oliver. His brother-in-law, Jay Hazel, was the master shipwright on *The Pride of Baltimore* and *The Californian*. As Bequia got electricity in 1969, *Balamar* was the last boat built there entirely by hand.

Balamar was heavily framed with trees growing on the weather side of Bequia so the natural bends could be used. She is planked with pitch pine and her keel and major timbers are green heart.

I bought her in Tortola, British Virgins in July of 1971 and spent four years sailing the West Indies, making nine trips up and down the island chain from Puerto Rico to Grenada. I sailed her to South

37 • 42 • 47 • 52 • 55 • 65

PACIFIC YACHT IMPORTS

11 Embarcadero Cove Oakland, CA 94606 (510) 533-4244 FAX (510) 533-6619

PACIFIC YACHT IMPORTS has decided to make you a great deal on all of our Tayana models! Check our prices and compare.

TAYANA CUSTOMIZATION – A SPECIALTY WITH US! COME IN, WE'LL CONVINCE YOU! WE ARE THE BEST CUSTOM YACHT IMPORTER IN NORTHERN CALIFORNIA!!!

THREE TAYANA CUTTERS AVAILABLE - JUST LISTED!!!



55' TAYANA CENTER COCKPIT CUTTER, '90
Just returned from Pocific cruise, reody to go agoin. Full
electronics, furling jib, genset, watermoker, plus everything
you can think of ond more. Inquire



47' TAYANA CENTER COCKPIT, '91
Custom interior, full electronics, furling. Two lorge staterooms.
\$240,000



37' TAYANA PILOTHOUSE CUTTER, '83 Low hours, very deon, good equipment. See this one. \$89,500.



40' PANDA CUTTER

Double ender, Perry design. In superb condition. All the right equipment. A beautiful cruiser. Make Offer.



41' ISLANDER KETCH
Beautiful condition, many extras. Has been cruised!
All the right electronics. See this one! Call Hugh.



34' HANS CHRISTIAN CUTTER, '80 Yanmar diesel, electronics, nice condition. Owner anxious. Try \$74,500.



A GREAT PLACE TO VISIT A GREAT PLACE TO STAY!

FEATURING:

- 28-60' Berths
- Beautiful Landscaping
- Numerous Restrooms with hot showers
- Easy Freeway access from 880 and 580

PLUS!

- 3 Restaurants
- 1st Class Hotel
- 2 Golf Courses
- 2 Yacht Clubs

NEWLY REMODELED WITH ROOMY STATE-OF-THE-ART DOCKS!

San Leandro Marina

(510) 357-SHIP (7447)

WHATEVER KIND OF BOAT YOU WANT, WE'LL KEEP THE FINANCING SIMPLE.'

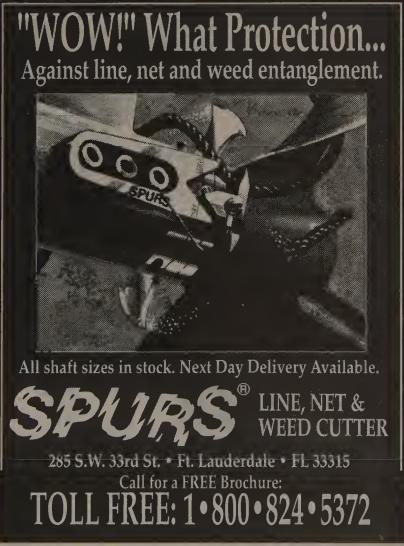


Ganis Corporation

A New Leader in Marine Finance

1070 Marina Village Pkwy., Suite 207, Alameda, CA, 94501 (510) 521-5023 Fax (510) 521-5024





LETTERS

America in late 1974, and was washed overboard and dismasted off the coast of Colombia on Friday, the 13th of December. I spent eight months in Cartagena, re-rigging and having a new mast shipped down from Oregon.

The next three years were spent cruising Panama and Costa Rica. We were the first charter boat at the Hotel Contadora in the Perlas Islands, and had many adventures. In 1978 we sailed to San Diego and lived in the Commercial Basin, with summer trips to the Channel Islands. In 1984 we sailed to Mexico, where Jessica and I were



'Balamar' at rest off Isla Dazante, Baja Sur.

married in 1986 at Phil's restaurant in Melaque. The Wanderette was the Maid of Honor.

Balamar is still in good shape, and we had our 20 year anniversary party in Puerto Escondido this summer.

George & Jessica Smith San Diego

George & Jessica — We love stories of long term ownership such as yours. Are there any more out there?

∥♠EL NIÑO PROJECT

Let me tell you about the El Niño Project. As you know, El Niño is a drop in the tradewinds with widespread environmental and social effects. The failure of Peruvian fisheries, hurricanes out of season, and drought in Africa are all believed to be tied to its occurrence. The recent and unprecedented catch of a marlin off San Francisco suggests warming of the Eastern Pacific, an expected effect of El Niño, which was recently declared by NOAA.

Understanding and prediction of these events is hampered, however, by a lack of data. The tropics are not on modern maritime trade routes, so there are few weather reports by ships. Satellite data is limited by the extensive cloud cover normally associated with the phenomenon. And because El Niño has no respect for the fiscal year budget process, there will be no research vessels cruising between the Americas and Polynesia.

The El Niño Project is my attempt to organize systematic weather observation and reportage by cruisers who plan to cross to Tahiti from Mexico or Panama in 1992. By using standard observation forms, the data can be readily added to the World Meteorological Organization's climate data base. The data base is used by the people who make the Pilot Charts as well as those studying global warming, and of course, El Niño.

There are many differing levels of participation possible. The minimum is to complete one observation per day at sea, using the standard form. Better is to do the standard four observations at 0000, 0600, 1200, and 1800 GMT. Better still is to report these observations by radio, and best is to report them by radio in code. If encoded and broadcast on the right frequency and right times, the data can go directly to the weather forecasters through their computer.

The National Weather Service will be grateful and, depending on the budget, the El Niño Project may be able to add some token amount to the 'cruising kitty'. It will be an opportunity for people to

PROFURL

from Larsen Sails

A reliable, feature-packed roller furling system used by Phillippe jeantot in two round the world victories.

Some Technical Advantages:

- Halyard wrapstop
- 6106 Aluminum Alloy 30% stronger with no weight increase
- Ease of installation

The ProFurl is designed to do everything a furler is supposed to do . . . without failure, foul up or frustration.

SEE LARSEN SAILS
AND PROFURL
AT THE
COW PALACE
BOAT SHOW
JANUARY
10th and 19th

Stop by and
meet the crew,
see demonstrations
of a full line of
furling systems,
and discuss your
1992 sail requirements.





Designed for Speed — Engineered for Durability

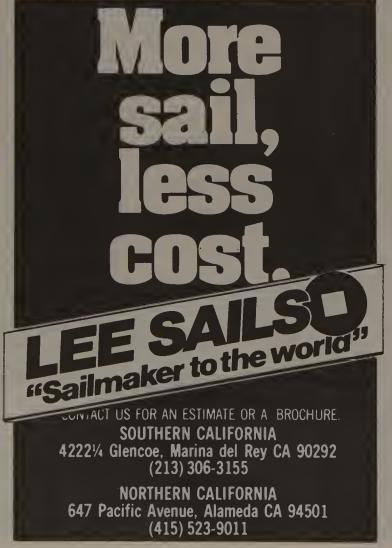
Dealers For: Headfoil, Harken, Dutchman, Schaefer, Profurl, Furlex

Bob White • David Hodges (408) 476-3009 Fax 408-479-4275

(800) 347-6817

Pat Brown Stockton/Delta (209) 838-3285





LETTERS

actually do something important toward the understanding of world climate.

I have been surprised that the meteorologists and oceanographers with whom I have spoken haven't ever thought of using cruisers as collectors of data. The scientists mostly didn't even know that they existed. And except for funding, the scientists have really supported the idea of the El Niño Project.

The second phase of the Project is, of course, to go down and do some measurements myself. Even though at this point it means leaving San Francisco in winter, it still seems like a pretty good excuse to go cruising. The justification is that I could go further north and south than the boats making straight line passages to, say, the Marquesas. Why not go to Pitcairn and Mangareva first?

There is also a follow-on. The government is funding a project of observation in Micronesia in late 1992 through early 1993. Boats which are continuing to the west, maybe circumnavigating, could spend the hurricane season near the equator participating in what is known as TOGA COARE. As you know, there are no hurricanes on the equator because there isn't enough coriolis force to get them going. This seems to me an attractive alternative to getting thrashed in a passage across the Tasman Sea to New Zealand. It would also set people up for a spring passage to Japan and a summer 1993 return to California along the 40th parallel.

There might be some additional financial rewards to participants. The people at TOGA COARE are really enthusiastic about spending some time on yachts as they make their observations in far-flung lagoons. Despite the cramped quarters likely to be encountered on cruising boats, it beats being on a Chinese fishing boat any day. And the lady I've been speaking with said she wouldn't even mind working ground tackle — as long as the menu wasn't Chinese. I am meeting with these folks this week, but I thought I would leave the finances of housing them to the individual participating boats.

As to the nuts and bolts of the organization, anybody interested in participating can reach me until further notice at the address below. Johanna and I are also hoping to circulate through Mexico and Panama making direct contact with people. After phase two is under way, I will provide you with a forwarding address and radio call sign.

On a different topic: French colonial policy. We don't love the French and a lot of people don't like their nuclear testing. But with the decline in the Cold War, the French may be rethinking nukes and their colonial presence. The government is socialist. In France they have national health care, great unemployment benefits, and a living minimum wage. I think all of the improvements in education, health care, and commercial infra-structure in Polynesia may be a sort of good-bye present for the day when France no longer picks up the Polynesians' welfare checks.

Chuck Warren 2033 Powell Street San Francisco, CA 94133 (415) 433-0959

##TRYING TO CONTACT CANVASBACK

I'm seeking information on the organization that operates Canvasback, the large aluminum catamaran used to transport medical personnel to islands in the Pacific. You've featured her in Sightings.

The boat, which was built by volunteer labor on the Columbia River, is associated in some way, I believe, with the Seventh Day Adventist Church. I think they have administrative offices in California and I would like to get an address or telephone number.

R. Keith Kincaid Licensed Master

R. Keith — We've written several pieces on Canvasback, but somehow we've managed to lose the address of their home base. We're sure one of our readers will be able to help.







LOOSE LIPS

Ad of the month.

In the latest issue of WoodenBoat magazine, in the classified section under the heading "Boats For Free" was this ad: "60-ft Sardine Carrier. Wrecked, but good one side. Large half model? . . . "

Caveat Crew.

For those of you captains with tight sphincters and large lungs out



'Midsummer Thursday Eve', oil on canvas.

there — a word of warning. There is always a chance that the crewperson you Captain Blighed may be an artist. Happy sailing.

— mernie buchanan

Not really fun, but an adventure.

According to an article in the Oakland Tribune early last month, if Kenneth Hawkins knew then what he knows now, he never would have gone sailing out the Gate a year ago. But he didn't, so on January 2, 1991, the former proprietor of a Vallejo-based tree-trimming and pest control business took off from San Francisco with the idea of sailing to Chile. He claimed to have read three books and had a total of 30 hours of sailing experience when he left.

He has more now. Among adventures along the way were abandoning his first boat after it developed a crack and he couldn't stop the leak (he replaced it with a 26-footer he bought in Acapulco), having to repeatedly jump into the water to escape killer bees and another time almost jumping right on a shark. He got so tired of repairing his tattered sails that he finally just put up plastic tarps. When he was shot at, arrested and robbed of equipment by the Nicaraguan military, he decided he'd gone far enough. When he was released with the help of a UN official, he started back north.

Hawkins arrived back at the San Francisco Marina on December 7, much to the surprise of assistant harbormaster Vince Zanoni, who had seen him leave. "Talk about nine lives," Zanoni said. As with the rest of his trip, even the end was not without a little adventure. A friend he'd sailed with in Half Moon Bay reported him overdue and the Coast Guard launched a huge search Saturday. Hawkins didn't know a thing about it until the Coasties contacted him at his girlfriend's place Sunday afternoon.

Congratulations, old girl.

The ferry boat *Berkeley* was recently recognized as a national historical landmark. Built in 1898, she plied our local waters for the next 60 years. In 1973, the Maritime Museum Association of San Diego bought her and moved her to their Embarcadero location with other museum ships, including the *Star of India*. Now completely

NAVICO COCKPIT PILOTS. BECAUSE TO A SAILOR, SOMETIMES LESS IS MORE.

For most of us, sailing is a way of escaping life's daily complexities. If you're looking for an autopilot, don't choose one that complicates your time on the water with more buttons.

Less Complicated

Navico pilots are so intelligently engineered, three simple buttons are all you need. So we give you more than just freedom from the helm. The efficiency of our keypad frees you from having to think about which button to push — when, where or why.

Less Power Drain

Our pilots won't make you worry about power consumption, either.

They draw much less battery power and still deliver all the strength and responsiveness you demand. So go ahead and use the pilot all day. You'll still have plenty of power to light up the harbor at night.

Less Hassle

We've just made interfacing our cockpit pilots even simpler by adding a built-in Loran/GPS interface. Now you can connect the pilot directly to your Loran

or GPS navigator right through the power cord and, using our HP5000 Hand Programmer, let the pilot take you right to your waypoint. The HP5000 offers more functions and features than any other remote. Like a three line digital display, multi-course memory, auto tack, man overboard, plus much more.

More For Less

It all adds up to the fact that our Navico Tillerpilots and Wheelpilot will help you get more enjoyment from sailing without spending more. After the sale, we back our pilots with a 2-year parts and labor warranty. And, our 48 hour service

turnaround is a sure thing. That's important. If you're interested in a below decks autopilot, Navico offers the 8000 series pilots, suitable for most sail and powerboats up to 50 feet.

Take advantage of our special catalog pricing and get a Navico pilot on board today.



NOBODY'S EVEN ON THE SAME COURSE.

7411 114th Avenue North, Suite 310, Largo, FL 34643 (813) 546-4300 FAX: (813) 546-5539





2228 Livingston • Oakland, CA 94606

(510) 533-5300

Since 1973

LOOSE LIPS

restored, the 289-ft Berkeley serves as an exhibit herself, as well as home to artifacts, paintings, and the museum's Nautical Research Library.

Second best regional around.

With publication of its November issue, the Log Newspapers (including southern California's San Diego Log) celebrated its 20th anniversary. The paper has grown from a 12-page, 35-cent publication in November, 1971, to three separate and currently free 48 to 56-pagers circulated throughout the United States. Congratulations, guys!

More Congrats.

Bill and Sandy Edinger became parents on November 26, which deserves hefty congratulations. Kudos also to one of the more creative announcements, which read,

ANNOUNCING! The Launching of ANNIE ROSE

Annie Rose Edinger Slid Down the Ways on November 26 0412

SPECIFICATIONS Length Over All: 211/2"

Beam: 5"

Displacement: 8 lbs., 13 oz. Constructed By: Sandy Keel Laid By: Bill Construction Time: 9 months

She Seems SHIPSHAPE! and **FULLY FOUND!**

They may be onto something here. . .

A new feature of the fall Newport (RI) International Boat Show was a program called "Ever Try Sailing?" Aimed at total virgins to the sport, it offered free, 'no strings attached' rides on sailboats of varying sizes during the show. And it was a resounding success — over three days of the show, 633 people (average age, 38) went through the overloaded program. Plans are already underway to provide more boats next year.

Perceptions persist.

"A lot of people think of liveaboards as long-haired, bearded boat bums who were freeloading on society. And in the 1960s and early '70s that was often true. But today's liveaboards are retired doctors, military officers, entrepreneurs and just plain folks who march to a different drummer. The day of the 'boat bum' is over. Through Living Aboard, we're trying to educate the rest of the world to that fact." So state Lynn and Craig Wanous, editors of Liveaboard quarterly. Subscriptions are \$20/year. They can be had by calling (315) 852-1177.

Quote of the month.

"Of all the environmental problems, the one people think about least — perhaps because they cannot blame it on others — is dirt in city streets. Streets collect oil, tar and dog turds. Motor oil, paint thinner and battery fluids pour down street drains. When it rains, these ingredients are gathered up and sluiced down what are known as 'storm-water run-off' drains. Out of sight."

— from The Economist, 11/23/91

"I'd rather be a failure at something I enjoy than a success at something I hate."



HULLGUARD FENDERS

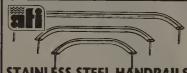
Excellent light duty fenders.

Dia/Length	White	Blue	Reg.	Sale
3 1/2" x 13"	132506	277863	\$ 5.95	419
4 1/2" x 16"	132514	277871	\$6.50	5 ⁵⁰
5 1/2" x 20"	132522	277889	\$7.95	6 ⁷⁵
6 1/2" x 23"	132530	277822	\$12.95	1095
8 1/2" v 27"	132548	277930	£22.50	1995

West Marine EXPLORER FOUL WEATHER GEAR The best value in top quality foul weather gear on the market!

- Tough 220 denier oxford nylon fabric that's guaranteed waterproof
- Plenty of pockets to hold all your gear
- Fleece lined collar and handwarmer pockets for comfort
- Built for heavy duty offshore performance Colors: Red/White, Yellow/White





• Uses battery, 12V, or 110V power Model 477778
Reg. \$1,429.00

Sale

NMEA 0183 interface

STAINLESS STEEL HANDRAILS 100's of uses inside and out!

These tubular stainless steel handles have a unique mounting system which hides the fasteners. Use them to provide secure handholds wherever you need them on your boat-interior

Length	Model	4 605
12"	489112	18 ⁹⁵
18"	489120	19 ⁹⁵
24"	489138	23 ⁹⁵



Quality cords feature heavy-gauge, 3conductor wire for lower voltage drop. Specially formulated vinyl cover resists salt, sunlight and moisture caused breakdown

2			
ength	Model	Reg.	Sale
5 Foot	410415	\$ 54.95	4995
			A 405

50 Foot 147397 \$69.95



OFF

Our Normal Discount Price

Sturdy UV resistant polyethylene tarps in 11 sizes. Brass grommets.

6 ft. x 8 ft. size Model 271130 Reg. \$3.59 **Sale**

Model 132845 Reg. \$11.98 **Sale** 995

Reg.



Little pumps—big performance!

• Low amp draw 12 volt operation

• Built-in strainer bases

		Reg.	Sale
360	375188	\$ 10.95	895
500	375196	\$ 15.50	11 ⁹⁵
1000	375204	\$23.50	18 ⁹⁵



Low price - high performance!

• All US + 10 weather channels • Gasketed case resists moisture • External speaker jack • Instant Channel 16 access • 2 year warranty + \$49 lifetime flat-fee repair plan

Model 451500 Reg. \$149.95

Sale T



Reliable, economical 12 volt power for years of trouble-free performance.

Hours Model Reg. Sale

Group 24 85 141838 \$79.95 **5995**

Group 27 105 165951 \$89.95 **69**95



OUTBOARD OIL Meets all manufacturer's

specs. including TCW 2.

Model 280651 \$1.994 15 07.

159251 Quart \$2.99



Sale

4 25

249

ONE STEP FIBERGLASS CLEANER/ WAX

Clean and protect in one step! One quart can. Model 190447 Reg. \$8.95



Sale 695

Six convenient Northern California locations!



Palo Alto • (415) 494-6660 850 San António Rd. Oakland • (510) 532-5230 2200 Livingston St.

REF#279 - 1W97

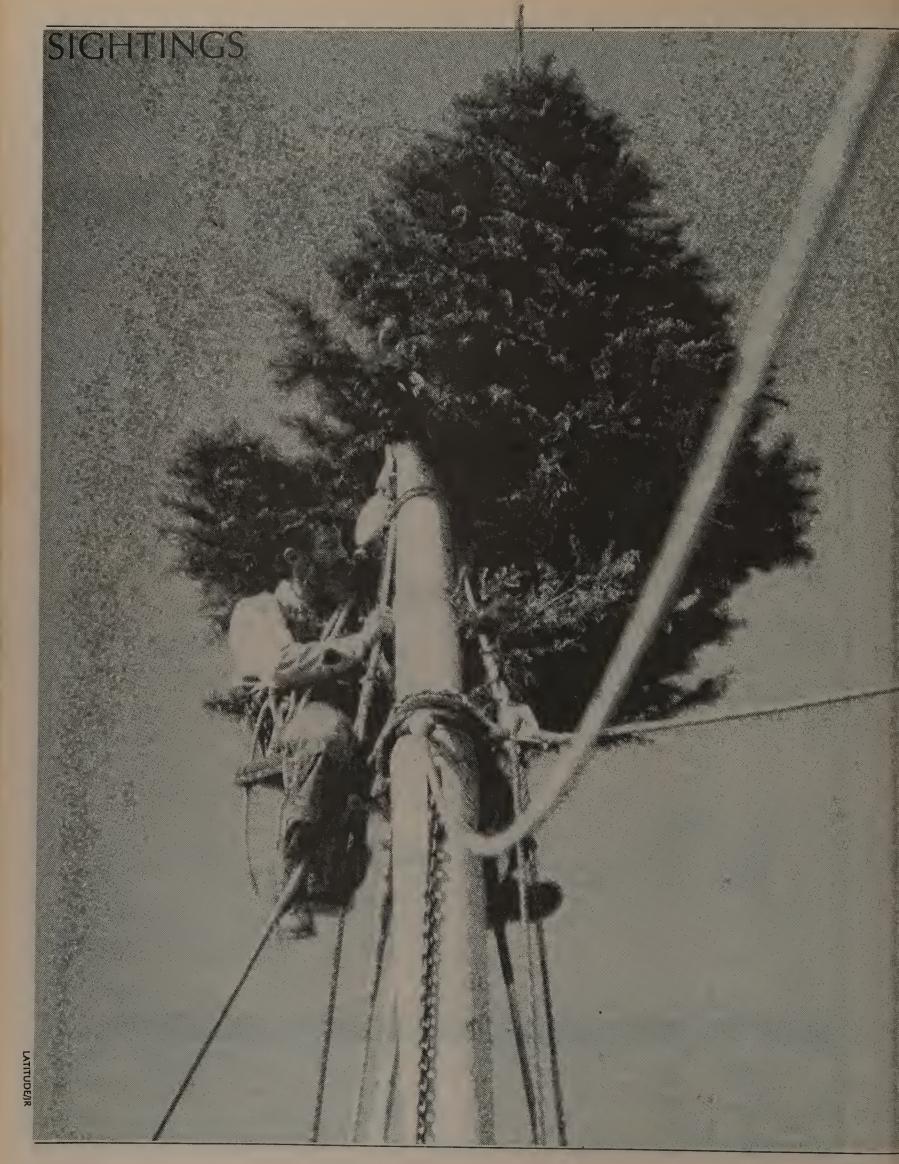
Sausalito • (415) 332-0202 295 Harbor Drive

S.San Francisco • (415) 873-4044 608 Dubuque Ave.

TOLL FREE PHONE ORDERING 1-800-538-0775

Stockton • (209) 464-2922 1810 Field Ave. Santa Cruz • (408) 476-1800 2450 17th Avenue

Prices Good Through 1/26/92



christmas tradition

As far as we know, the tradition is as old as sailing, at least in the English-speaking world — that of mounting a Christmas tree at the main truck of the highest mast on a sailing ship. Though today's recreational boaters carry on many of the traditions from the days of working sail, curiously, this not one of them. Maybe the unspoken rule is that the vessel has to have been a working ship.

Appropriately, and as always, Hyde Street Pier's Balclutha and C.A. Thayer got their trees in early December. We were on hand to capture the moment as Tam Halaj and his crew mounted the healthy 8-footer in its place of honor 145 feet above the main deck of Balclutha.

yachting — a rose by any other name

We didn't mind when the United States Yacht Racing Union — USYRU — changed their name a few months back to the United States Sailing Association — US Sailing — but we're not so sure about their latest semantics lesson. We received the following press release, addressed to 'Sailing Media', from US Sailing President Robert Hobbs early last month.

"... In an effort to increase the appeal of the sport of sailing to the general public and in an attempt to dispel the elitist image often associated with our sport, I would appreciate it if you would refer to 'sailing' instead of 'yachting'. Areas which would need particular attention are feature and column headings and textual references."

What?! No more yachting? Weeeellll, maybe yachting is dead back east, but out here on the West Coast, yachting is alive and well. Lots of people go yachting on weekends and are proud of it. Besides, if you ask us, the two words aren't necessarily interchangeable, anyway. All 'yachting' is not 'sailing', and all 'sailing' is not 'yachting'. In fact, in our experience, 'sailing' is usually a subset of 'yachting', kind of like 'being up' is a subset of 'playing baseball'. We've run into lots of people over the years who aren't nearly so much interested in 'sailing' as they are in 'yachting'. And there's nothing wrong with that.

But we figure our problems are small compared to all yacht clubs, organizations such as PICYA and YRA, and the biggie, Yachting magazine. It reminds us of a story we heard on some talk show years ago. Seems that early in their careers, buddies Burt Reynolds and Clint Eastwood were both fired by the same studio on the same day. Reynolds was told, "You can't act", and Clint was informed, "Your adam's apple is too continued middle of next sightings page

harness alert

Heads up, safety harness wearers. If your safety regimen includes clipping your harness tether onto a padeye, be advised you may be in for an unscheduled swim. The dynamics of this combination make the carabiner, or snap



A Lirakis harness caribiner about to go AWOL from a Harken padeye.

hook, prone to unhook itself with only the slightest tension.

I had never considered this until it happened to me repeatedly on a dark, windy night beating up the coast of Baja. I'd hook my harness tether into a padeye to weather of the wheel, and the next thing I knew, it was rattling around the bottom of the wheel well. I hooked in again, only to find myself mysteriously unhooked a few minutes later. A flashlight finally revealed what was happening. The problem was the carabiner on my Lirakis harness. Its spring action would press against the bale of the padeye. When a light strain came onto the tether, the gate was pressed open and the carabiner popped off the padeye with the enthusiasm of a grasshopper escaping an approaching lawnmower.

Fortunately, nobody went overboard that night. Since then, several harness makers I have contacted play down the likelihood of this potentially fatal situation happening. Others have recognized the problem and attempted to solve it by substituting asymmetrical carabiners on newer tethers. The theory is that the asymmetrical carabiner is less likely to unhook because it doesn't naturally want to lay on a padeye in this dangerous position.

I would disagree. Asymmetrical or not, it takes only a small horizontal rotation of most carabiners around most padeyes for things to come unhooked. I enlose a photograph of this about to happen. One shouldn't have to check which way the carabiner is facing under any conditions, as the motion of the boat or movement of the crew may change the carabiner's position at any time.

The boat doesn't even have to be underway for things to go wrong. Several harness makers use pictures of children in their catalouges and manuals. I repeated the experiment with a harness on an active 3-year-old while the boat was in its slip. The results were sobering, to say the least.

There are many different harness manufacturers, and I'm not familiar with all of them. But three I tested at our local marine hardware store possess this intrinsic design flaw. So, probably, do most of the rest. The Lirakis, the Switlik and the West Marine harness all use variations of the Wichard carabiner or snaphook, and all will open in the situation I've described. The West Marine harness has a spring-loaded gate lock, which gives a false sense of security. It may lessen the chance of accidental opening somewhat, but it can still happen.

What to do? Other than being aware of the problem, I can suggest several possible solutions. One is to buy a tether with a threaded locking device on the carabiner. But these are difficult to find, more expensive and usually take both hands to secure. A second possibility is to use a double action safety hook that will not open accidentally. Such a hook is manufactured by Gibb and used on Henri Lloyd tethers.

In conclusion, a simple solution would be to educate the crew to hook only onto a jackline, and never into a padeye. But this leaves open the possibility

continued next sightings page

harness — cont'd

that someone may not get the word. After all, a padeye and harness hook look like they were made for each other. Caveat Emptor.

- skip allan

Skip — Thanks for bringing this situation to our and our readers' attention. While we're on the subject, another potential weak spot in the safety harness matrix was illustrated last summer. A singlehanded racer was heading back toward the cockpit from forward when the boat hit an odd wave and he lost his balance. Although his harness was hooked onto the top lifeline, when he fell against it, the pelican hook on the lifeline opened! He took a header into the water, the lifeline zipped handily through the closed carabiner and his boat sailed merrily off under autopilot without him. Luckily, it happened in the Bay, and the fellow was wearing a lifejacket. He was rescued after only a few minutes and rushed via a fast motorboat back to his still-sailing boat before it caused any mischief. Everyone involved had a good chuckle about it all.

But the message of both this and the preceding stories are no laughing

yachting

big." Anyway, the two of them are headed down to the local watering hole to drown their scrrows — or at least Clint was. Burt seemed unduly cheery considering the events of the day. Eastwood finally asked

ernest gann

We note with sadness the passing of Ernest Gann just before Christmas. He died after a brief illness at age 81.

We never met the man, but feel like we knew him well. He was one of our favorite authors. His best-known novels, such as The High and the Mighty and Fate is the Hunter drew heavily on his experience as a pilot



- cont'd

what the deal was. "Well, I hate to put it to you this way," said Reynolds, "but I can always learn to act. You'll never get rid of that damned adam's apple."

Happy yachting, and sailing.

- last voyage

both during and after World War II. Our favorites, however, revolved around his seagoing experiences. While the publisher of Latitude 38 claims Stevenson's The Wrecker as his favorite book, the managing editor's favorite has long been Gann's Song of the Sirens. In it, Gann writes with savvy humor

continued middle of next sightings page



harness — cont'd

matter: safety harnesses are not 100% foolproof, nor are the things we attach them to. You would do well to let those facts worry you into double-checking your system or that of an unfamiliar boat before your next offshore sail.

you think berth rates are high here. . .

Tired of paying what you think are robber rates for your boat's berth? Hey, consider the folks in Japan. The proposed annual fee for a 30 footer in the new Yumenoshima ("Dream Island") Marina in the southeastern sector of Tokyo will run a cool 1,200,000 yen — almost \$10,000!

That was just one of many facts we discovered on a recent trip to Japan as part of a team of American collegiate sailors invited to compete against their Japanese counterparts over the Thanksgiving week. (See The Racing Sheet). The regatta took place in Wakasu Harbor, another new facility with a launch ramp, dock space, a clubhouse and a view of the new Disneyland across the harbor.

Of the half a million pleasure boats in Japan, 70% are powerboats. Since waterfront real estate is so valuable, finding a place to berth has been relatively difficult. As a result, boats as large at 40 feet are regularly dry sailed, lifted out of the water after each outing by cranes and stored on cradles. Other yachts can be found tucked next to fishing boats in the narrow canals of harbor cities like Yokohama, the car exporting capital of Nippon.

According to Hiroshi Uemura, editor of Kazi magazine, boating has become increasingly popular over the past five years. An economic boom helped, with individuals and corporations buying up pleasure boats both as a form of recreation and as tax write offs. A bursting of the Japanese 'bubble' economy a couple of years ago slowed this growth. These days, dealers are having a hard time, just like their counterparts on this side of the Pacific.

The new harbor at Yumenoshima, located a few miles from Wakasu Harbor, is one of several marinas in the works. The facility will hold between 400 to 500 craft, most of which are expected to be power boats. A Fisherman's Wharf-type development, which will include marinas for pleasure craft, is also planned near the entrance to Tokyo Bay.

The growth of yachting has also benefitted peripheral industries, among them marine publishers. The monthlies *Kazi* and *Yachting Magazine* are the main publications for the recreational sailor and powerboater in Japan. *Kazi* has a circulation of 100,000 and numbers around 340 pages per issue! Editorial and advertisements share equal space. According to Yoshiki "Mori" Morishita, another *Kazi* editor, the biggest manufacturer in the country is Yamaha, followed by New Japan Yachts, which makes sailboats for Group Fino.

Mori adds that there are hundreds of J/24s in Japan. A new hull with sails costs around 4 million yen (about \$32,000). IOR racing is still popular in Japan, with about 30 boats (including several new ones) in the fleet. IMS has gained a foothold with half a dozen boats, and 10 more are expected to be racing in 1992. PHRF racing doesn't hold much interest for the Japanese. High school and college sailing is very active, with strong fleets in the 470, Snipe and Laser classes. The local North loft at Sagami Bay cuts about 800 sails for the 470 and Snipe fleets alone each year. The Optimist Pram (which was introduced to Japan by Danish Olympian Paul Elvstrom during the 1964 Games in Tokyo) has a large following in the junior divisions, although there are very few junior sailing programs as you find here in the States.

After graduation from college, most young men and women get so busy working there's little time for anything else. The government is trying to get folks to lighten up, however, and sailing is seen as a desirable recreational pursuit.

Optimal sailing weather occurs in the spring and fall. Summer brings typhoons with winds up to 100 knots. While there, we ran into an American couple, Tom and Harriet Linskey, who spent many nervous hours on their 28-foot Bristol Channel cutter Freelance during the seven typhoons that hit last summer.

Linskey is best known as the world champion 470 crew for Southern California's Dave Ullman a decade or so ago. Tom and Harriet built their boat in L.A. and left for the cruising life in 1987. After touring the South Pacific for

continued next sightings page

berth rates — cont'd

nine months, they settled for a couple of years in New Zealand and bought a home in Auckland. When it came time to sell their boat, they decided to go to Japan, where they thought they could get a better price than economically depressed New Zealand. After competing in last spring's doublehanded race from Melbourne to Osaka, Tom got a job making sails at the North loft at Sagami Bay for six months, and Harriet taught English. They did sell Freelance late in the year, for about twice what they could have gotten for it in the States. After Christmas, they were planning to return to New Zealand.

"This is a hard place to live," Tom says of Japan, citing the hectic work schedules, the sweltering summer heat, the smog and the intense closeness of everything. Nevertheless, the sailing is good and improving, even if the price is relatively high.

– shimon van collie

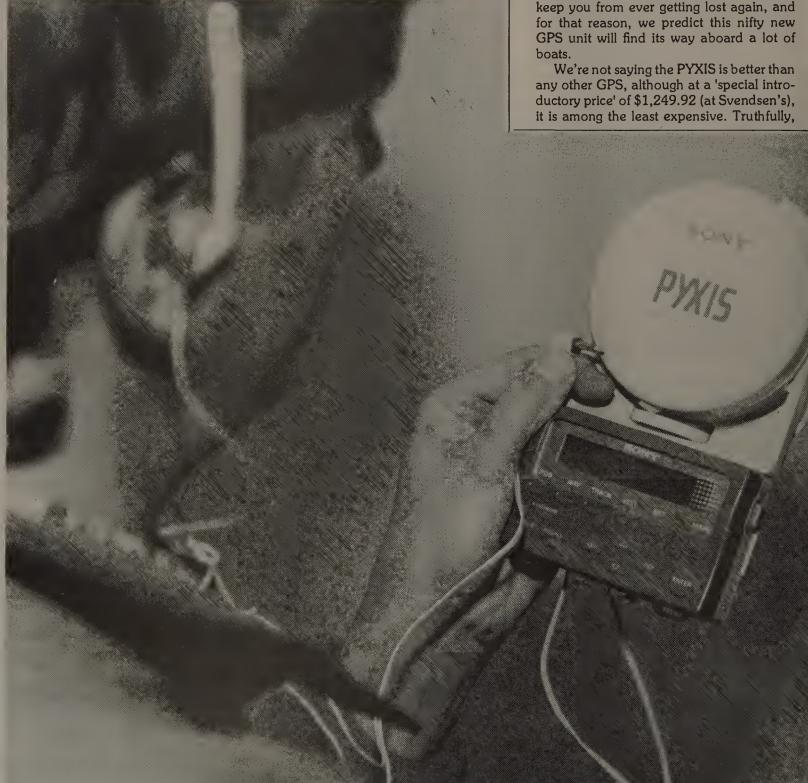
gann

about the various boats he owned over the years, many of which sailed out of San Francisco. In fact, Gann's writing, and this book in particular, were what made our managing editor enter the writing field.

A few years before he came to Latitude, he also spent 21/2 years crewing aboard

it ain't

It doesn't play recorded music. It doesn't have stereo capability. It doesn't even get AM. But what Sony's new 'PYXIS' will do is for that reason, we predict this nifty new



- cont'd

Gann's old Blackwatch. Renamed Mar under a new owner, the 60-ft ketch cruised the Mediterranean, Caribbean and U.S. East Coast.

So even though we never met you, Ernie, we will miss you.

no discman

the unit is not even developed exclusively for boats. Sony's also marketing it to hikers, pilots and anyone else who might want to know where they are in the world.

But from a consumer point of view, the PYXIS is a step in the right direction. In fact, as the electronic giant's first real foray into the navigation biz, this little number may represent a real milestone. Traditionally, where Sony leads, others soon follow.



sailing in history

Okay, sure, it's a cop-out to attribute most of the great events of preinternal-combustion history to sailing. We think it's safe to concede that if the
great sailors of centuries past had turbo diesels, GPS and Uzi machine guns,
things would probably have turned out differently. Still, occasionally, the
actual art/skill/challenge/luck of sailing creaky, inefficient old ships did have
a direct or near-direct influence on history as we know it. In this year of the
Columbus quincentennial — the 500th-year celebration of his discovery of
America — we thought it would be interesting to turn back the pages to those
times for a look at a few of those events.

Discovery of America — Everybody knows that "in fourteen hundred and ninety-two, Columbus sailed the ocean blue". What you may not know is that, were it not for the travels of another Italian sailor/PR guy some 200 years earlier, old Chris might have just been another wannabe. It was Marco Polo's return from Cathay (China) in 1295 that started the whole 'strange and mysterious East' business in the first place. After 24 years abroad, he brought back quite a shipfull of trinkets, including gold, jewels, silks, dyes and so on, and his Descriptions of the World became the most-widely read book in Europe. But what really set folks off were the spices he brought home. Apparently the Europeans were so sick of plain venison and pork that spices like cinnamon, cloves, nutmeg and pepper soon became literally as valuable as gold. With the help of returning crusaders, overland trade routes were eventually set up between Europe and the Orient and the spice trade flourished.

The fall of Constantinople to the Turks in 1453 shut down the overland route, sending the economies of Mediterranean Europe into turmoil. The best plan B seemed to be a sea route to the 'East Indies' (which included China, Japan, India and the Phillipines). Guys like Prince Henry the Navigator, Bartholomew Diaz and Vasco De Gama became frontrunners in the race to reestablish trade ties with the East by sailing east — around Africa.

Christopher Columbus — sort of the Tom Blackaller of his day — had a different idea. He proposed a real flyer: heading down to latitude 28 and sailing straight west until he hit the East Indies. What he did hit, of course, was Watling Island — he called it San Salvador — in the Bahamas, and the rest, as they say, is history. Some spinoffs of his voyage: the discovery of tobacco and, because he thought he was that close to the real thing, the naming of the islands 'West Indies' and the natives as 'Indians'.

Proof that Earth was Round — Though pretty much an accepted theory by the time Columbus left in 1492 — the first globe was made by a geographer the same year — the first circumnavigation by survivors of Ferdinand Magellan's expedition (1519-1522) proved it. It was hard proof — out of five ships and 241 men, only 18 men and one ship made it home.

Naming of America — The reason we don't live in the United States of Columbus is due to a fast-talking Italian ship chandler and flim-flam artist named Amerigo Vespucci. Although he helped outfit Columbus' ships on his various voyages to the new world, Amerigo's four journeys here (1499 to 1504) were as crew under one of Columbus' captains. To his credit, Vespucci is recognized as being the first to coin the term 'new world' (mundus novus), though at the time it was still thought that these new discoveries were just an extension of Asia. To his discredit, he also maintained in later years to have been captain during those voyages. At any rate, by the time he completed the talk show circuit with Johnny, Ophrah and Phil, everybody was referring to the new lands as 'America' in Vespucci's honor.

How We Got to Be an English Colony — Basically, this all came about on a fateful day in 1588 when the Spanish Armada got its collective butt kicked by the English 'sea dogs', thus ending some 200 years of rule over the Spanish Main. If their galleons hadn't been such big, slow targets for the smaller, faster English vessels, you'd probably be reading this in Espanol.

The Mayflower Compact — Generally regarded as the first crude constitution penned in the New World, the Mayflower compact of 1620 came about as a direct result of sailing. Opinions differ as to exactly what happened as Mayflower closed in on the coast of North America, but take your pick of scenarios. The first holds that Captain Christopher Jones of the Mayflower was bribed not to land the group at their announced destination: the mouth of the

continued next sightings page

history — cont'd

Hudson (present New York). This was well within the boundaries and authority of the English-run Virginia Company, and many of the pilgrims wanted no part of that. The second says that upon making landfall around present-day Nantucket, Captain Jones did try to make it north to the Hudson, but was driven back by rough weather. At any rate, 65 days out of England, Mayflower dropped anchor in Cape Cod, approximately on the present-day site of Provincetown (they sailed up to Plymouth later). There she became America's first liveaboard vessel while the settlers constructed their first crude dwellings ashore.

Now the puritan Pilgrims, you may recall, were kind of the Krishnas of their day — their religious view were so radical, England was more than happy to be rid of them — and vice versa. However, for the crew of the Mayflower and particularly the other passengers (only about half the 102 people aboard the ship were so called 'Pilgrims'; the rest were folks still faithful to the church of England who were interested in land ownership under the auspices of the Virginia Company), the whole thing was getting just too weird. A minor revolt ensued. To quell the potential mutiny, the Pilgrim fathers drew up a short statement of self-government — the Mayflower Compact.

1992 sailing adventure series

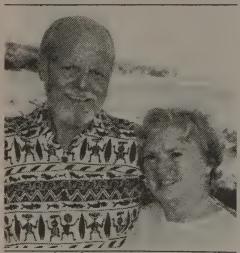
It's a little far afield for our main Northern California audience, but Orange Coast College's 'Sailing Adventure Series' is such a class act that it more than merits mention here.

OCC's Walt Gleckler has helmed the SAS for over a decade and, all modesty aside, he reminds us of us. Though the faces and places change, the quality remains very high.

This year, as always, SAS will feature four speakers through the month of January. Here's a quick look at each.

'Hooked on Cruising', Herb and Nancy Payson, January 8/10 — Author/ cruiser Herb Payson's name has been a familiar one to cruisers for quite awhile now. His book Blown Away detailed the seven-year Pacific voyage aboard the 36-ft Angleman ketch Sea Foam. The subject of this presentation is cruising their second boat, a Crealock 34 named Red Shoes. Since 1987, they've been all over the Caribbean, and a good slice of South America down as far as Brazil. A highlight will include an account of Hurricane Hugo as it passed directly over the island of Culebra, where Red Shoes was tucked well up in the mangroves out of harm's way.

'Catastrophe in the South Pacific', Vilfredo and Heloisa Shurmann, January 15/17 — The 'low point' of the Shurmann's eight-year cruising



Herb and Nancy Payson.

lifestyle is the subject of this presentation. Last year, in bitter cold weather, high seas and 50 knots of wind off the Kermadec Islands (about 1,000 miles northeast of New Zealand), their 50-ft schooner Guapos lost not one, but both masts. The crew consisted of Vilfredo, Heloisa, their 15-year-old son and his friend, also 15. Their survival and landfall in New Zealand makes one heckova sea story.

'Someday We're Going to Sail to Tahiti', John and Vikki Zinsmeyer, January 22/24 — Here's one for you cruising neophytes, because that's just what the Zinsmeyers were not too long ago. This lecture takes the Newport Beach couple through planning, shake-

down and the actual cruise to New Zealand aboard their Swan 46 Menehune. 'Adventure Alone — 'Jeshan' 'Round the World', Julia Hazel, January 29/31 — Only a handful of iron men can lay claim to have solo circumnavigated in boats they built with their own hands, which makes the story of

continued next sightings page

t-shirt contest



slower is

Over the past 2½ years, I have made 14 deliveries of F-27 trimarans to the Bay Area. The trip down to the factory in Chula Vista on Interstate 5 has always taken seven hours. But the return trip, towing the trailered boat, has until recently taken almost double that — 13½ hours. Almost by accident, I shortened that to 10 hours on the last trip.

When I began these treks, I asked the experts at Corsair Marine if they had any secrets for maximizing efficiency when towing their boats. "Put the pedal to the metal and don't take your foot off the floor" was their advice.

For the first 13 trips and many months, I followed this advice. My average towing speed was 60-65 mph. My average fuel consumption averaged 7.5 miles to the gallon.

My last delivery was different in several respects, most notably that I started out well rested and that I wasn't under pressure to have the boat back by a certain time. As a result, I eased off my normal frenzied pace and drove at a consistent 55 mph.

After so many times making this trip, I have a sense of the intervals between gas stops. Now I noticed that the time between stops was stretching out longer, and the gas gauge wasn't plummeting like it usually does. Checking my odometer when I did fill

what do cows have to

Well, nothing directly. But if a boat show is anywhere in your New Years' resolutions, you'd do well to think 'cow' rather than 'Moscone' this year. That's because the San Francisco International Boat show at the Moscone Center is not going to happen in '92. Seems the only dates available were over Christmas and New Years, so NCMA cancelled. The show will be back, likely in new venue, in 1993.

The Cow Palace is going to happen, however, carrying on the tradition of the

of the month

We know what you're thinking: "Oh no, another sick Latitude attempt at humor. You guys should wash your brains out with soap."

Nice try, but no cigar this time. This is really and truely the legitimate burgee of a legitimate yacht club. And an active one: between January and October of this year, they ran eight ocean races, varying in distance from 18 to 500 miles.

Your 'final Jeopardy' question this month is — what yacht club is it?

Hint 1: there's more symbolism to the depicted gesture than the obvious one. Hint 2: They spell the months funny.

faster

up, I found my mileage had improved to 10 mpg, a 25% increase over anything I had done before. This was doubly surprising as I'd just pulled over the Tehachapi Mountains.

My first fill-up wasn't until Buttonwillow, and as I topped off the tank, I noticed that I was running well ahead of my normal schedule. Determined to test the 'theory' all the way, I carefully maintained the same speed the whole way home.

The net effect was a 25% overall gain in fuel economy, as well as a 25% increase in range. This saved me a huge chunk of time, not to mention money: instead of the normal four fill-ups to come back from Chula Vista, this time it took only two. The amount of time I wasted at gas stations and stopping for meals is what took the extra 3½ hours.

I've decided that the folks at Corsair are experts at building boats, and where the F-27 is concerned, I'll take their advice any day. When it comes to towing one of their boats, however, the facts speak for themselves. My advice to people pulling trailers is to try to relax and drive at a comfortable 55 mph. And watch for the payoff — 500 miles in 10 hours.

- gary helms

do with a boat show?

West Coast's oldest sports exposition. In fact, this year's San Francisco Sports and Boat Show — January 10-19 — will mark the event's 50th anniversary. (And by the way, the Palace was never some big livestock arena — COW in this case stands for California, Oregon and Washington.)

That was cause enough for some reminiscing. And one of the most memorable shows, at least for organizers, was the one in 1960. The queen of that Sports & Boat

continued middle of next sightings page

adventure series - cont'd

Australian writer/journalist Julia Hazel all the more remarkable. She did everything from build the steel hull of her 28-ft sloop Jeshan, to install the interior to make the sails — unassisted. After four years of shaking down and



The Shurmann family.

crewed sailing, she took off in 1982 on a circumnavigation which just ended in 1989. Anyway you look at it, hers was an amazing achievement well worth hearing about.

A feature new to the Sailing Adventure Series this year is two locations. These correspond to the double dates listed for each lecture. The first date for all presentations will be held in the Auditorium at Orange Coast College. The second corresponds to a new location, Ventura College in Ventura. (At Walt's urging, there may one day be a third, Latitude-sponsored Northern California date and location. We'll certainly let you know if and when that comes to fruition.)

As always, there will be question and answer periods at each presentation, as well as door prizes. Admission is \$8.50 in advance or \$10 a the door (or \$29 in advance for all four shows; \$35 at the door). For more information, call Orange Coast College at (714) 432-5880, or Ventura College Community Services at (805) 654-6459.

don't be left out in the cold

It should be news to no one that CFCs — chloroflourocarbons — are on the way out. The discovery a few years ago that these chemical compounds were dissolving the Earth's protective ozone layer caused quite an uproar, culminating in the Montreal Protocol of 1989: freezing CFC production at 1986 levels starting in 1990, then reducing them every couple of years until the year 2000, when they'd be banned completely.

Those figures may be revised downward this year. With new studies showing the depletion rate not 2% a year, as previously thought, but closer to 5%, another international meeting has been scheduled for July. At that time, the timetable is expected to be accelerated for a total ban by 1997 — or before.

One of the ways this will impact sailors directly is in the chill of their beer. Simply put, in about three years, your Freon-based refrigeration system ain't going to keep the brewskies cold anymore. (Another area — all kidding aside — is skin care. Please use sunblock, and look for an article on skin care for sailors in a future issue.)

'Freon' is Dupont Corporation's trade name for several different forms of CFC refrigerant gas that have been around since the early '50s. The type most commonly used in refrigerators and air conditioners in boats, cars and houses is R-12. Unlike the sealed appliances in your house, however, car and boat systems slowly leak Freon gas through seals and gaskets, requiring periodic 'recharging'. And therein lies the rub. In a few years, you're not going to be able to get it anymore.

Ever since the trouble with CFCs was first detected, Dupont and others have been working on replacement gases. (All refrigeration systems work by compressing a gas into a liquid then allowing it to evaporate again.) The most promising of these has been HFC-134a. Originally touted as a direct replace-

continued next sightings page

out in the cold - cont'd

ment for R-12, it's now apparent that this HFC (hydroflourocarbon) gas is a poor replacement at best. Among the problems are 134a's nasty habit of deteriorating many of the seals, gaskets and insulating materials used in R-12 systems. Upgrades to make existing equipment handle 134a better are available, but they're currently expensive to buy and have installed.

If you're as big a fan of B-movies as we are, you can probably see what's coming next.

On its own, HFC-134a is a terrific refrigerant. In systems designed to optimize its unique properties, it's as good as (in some ways, better than) R-12.

So, just as music recordings have run the gamut from monaural 78 records through stereo, 8-tracks, cassettes and now CDs — with each making the previous obsolete — the writing seems to be on the wall for marine refrigeration, too.

Options for boat owners are a mixed bag. As mentioned, you can have your present system upgraded to handle the HFC-134a gas when Freon is no longer on the shelves. Or, if you're one of those who figure the ozone layer is everyone else's problem, you could always stock up now on cans of Freon and maybe keep your present system chugging along into the 21st century.

Or you can do the inevitable and go with a new system designed to run on HFC-134a. While most manufacturers are well along in developing such units, we're happy to note that a Bay Area company, Glacier Bay Marine Refrigeration of Emeryville (510-654-9333), is a banner carrier on this one — they've been offering HFC-134a systems since late last year.

the wherefore and the why

The Etchells 22 fleet is one of the top five most competitive fleets on the Bay. Their entertaining newletter is right up there, too. About six months ago, they asked some of the more visible members, "Why do you continue to race E22s on San Francisco Bay?" We thought the answers were entertaining enough — and universal enough — that you'd get a kick out of some of them.

Don Jesberg — "US 877 is my third E22, and quite frankly, I keep racing because I'll never be able to sell my new boat for what I've spent on it this season."

Chris Perkins — "Being in the 'bean counting' business, it finally occurred to me that sailing a 30-ft boat with two crew made more sense than sailing a 24-ft boat with four crew."

Vito Bialla — "I've been sailing E22s for over 10 years. US 822 is my fourth boat. Over the years, I've gotten a lot of enjoyment out of sailing on the Circle with my buddies. I also think of myself as the full employment act for insurance brokers, adjusters and boat yards. If I'm not crashing into someone else, they're crashing into me. It's one way to keep your air clear, I guess."

Duane Hines — "I'm glad to be back sailing Etchells! I jumped in right after they abandoned the weight limit. But what's really exciting is that I can continue my experiment to prove that sunshine and salt water do not affect Rogaine-enhanced hair growth!"

Chris Baldwin — "I came to the E22 fleet from the Express 37 fleet. Sailing an E22 on the Circle for a five-race series is the closest I've come to getting that feeling first experienced in the Express 37 class — standing in a cold shower, with my best suit on, tearing up \$100 bills. With the E22, I just don't have to stand in there as long."

Bob Mitchell — "I like the five-race weekend regattas when it blows 25 knots all day long because on Monday morning, I get to go to work in an ambulance. I simply dial 911, and they pick me up at the front door. I don't have to deal with the traffic, and I can enjoy a cup of coffee without getting out of bed."

(The fleet secretary, who edited these responses, points out that they were taken over a car phone, and that the possibility of cross-cell traffic occurring during the interviews was likely. "Provided we're not overwhelmed by lawsuits, we plan to publish more insights into why we race these great boats in future editions of the newsletter," he says.)

boat show



Show was a Bounty 41, built locally in Sausalito. It was noteworthy for, among other things, being the first large boat made of a then revolutionary hull material called fiberglass.

One morning in mid-show, a guy showed up at the office carrying a large bundle on his back and asked if he could switch sails on the Bounty. It wasn't until about closing time that day that someone noticed there were no sails on the boat — nor were they on the boat or anywhere in the Cow Palace.

Someone had stolen the queens' new

Turns out the guy was the sailmaker and he hadn't been paid. He was just reclaiming what was legally his. The queen sat 'nude' for the next few days while the builder, the

- cont'd



sailmaker and the show organizers haggled out a suitable arrangement: the Bounty could fly her new set of sails until show's end, when they were dutifully returned to the sailmaker.

This year's queen of the Sports and Boat Show is a 44-ft Sun Odyssey, which after this article is published may have padlocks on all her canvas. See her and all the other boats (including the new F-24 trimaran, Catalinas 34 and 42, and MacGregor's interesting new 19-ft powersailer), boating-related booths and tons of other stuff starting at 1 p.m. weekdays and 11 a.m. weekends. Admission is \$6 for adults, \$3 for kids, with seniors half price on weekdays. For more information, call 415-563-5100.

new trends in boarding. . . ?

Several things have prompted this writing, the first is Cam Lewis. At first I thought Latitude 38 must be making this guy up. Then I guessed Cam must be part of some Coast Guard other than the U.S.

In the last 20 years, I've sailed and powered almost 200,000 miles and have been to 57 countries. I've been boarded by the U.S. Coast Guard 19 times. Some boardings have been pleasant, most have not. In every case the boarding party has been young, armed and from the Midwest. They have had little or no small boat experience — and not the slightest idea how important a captain's topsides are to him.

Three years ago I was boarded off the coast of Columbia, not a place to sail but the most direct route from Aruba to the Canal. We were held on the aft deck at gun point (including my 2-year-old daughter), which we had learned to expect as S.O.P. What was different about this boarding was for the first time, I, as the captain, wasn't allowed to be present as they searched the boat.

Another difference was watching through the skylights as the Coast Guard went through our duffel bags and dirty laundry. When I asked the boarding officer why they were going through our personal belongings, he said they weren't. I said, "I can see them." He said they were just checking the plumbing. I told the boarding officer that I'd been to 57 countries and had never had my personal belongings searched without my being present.

The "boat kitty" and crews' personal money at this point was over \$20,000 and even Cam Lewis would have to admit this would be quite a temptation to someone who makes maybe \$500 per month.

In reading Russ Jones' letter, an experience in South Florida was brought to mind.

Three years ago I was in a marina in Miami when a 45-ft center-cockpit, home-built cruising boat came in from the Dominican Republic. I walked down the dock to find the family of five sitting on a dock box crying, while U.S. Customs officers, armed with claw hammers, were tearing the decks off. I approached one of the officers and told him I thought this was a terrible thing to do to people from a country where I had been treated with courtesy and respect. He told me, "I hate boats and boaters and the law says all parts of a boat have to be accessible to Customs officers." He also told me that if these people wanted to, they could file a claim with the U.S. Government and in a few years they might be reimbursed.

A few weeks later I was at Pier 66 in Ft. Lauderdale watching U.S. Customs and the U.S. Coast Guard dismantle another boat. I got my camera and decided to take some photos for an article for *Latitude 38*. For my trouble my camera and film were confiscated. I finally got the camera back and was informed it was against the law to take photos of boardings and searches. I never wrote the article for fear of future harassment — fear of the U.S. Government.

It has just come to my attention of another change that has taken place with our U.S.C.G.

In the past, notations of non-compliance (missing no-oil-discharge placard, expired document, vessel under power and sail without the proper day shape, no waste management plan, expired flares, etc.) were noted and that was that. Sometimes I was warned that if the vessel was boarded again and found to be in non-compliance, a fine would be levied.

The new twist — as skipper, I took Vagrant Sea from Long Beach to San Diego six times between December, 1990, and July 1991. I was boarded by the Coast Guard all six times. The May 7 boarding report showed; 1) the renewal sticker wasn't on the document; 2) the flares had expired; 3) no waste management plan; and 4) the name was on name boards and not on the stern (because we were repainting the hull):

All deficiencies were rectified upon arrival in San Diego.

Six months later, I received a registered letter from the Coast Guard informing me of fines in the amount of \$500. Enclosed were a copy of the boarding report, a copy of a letter from the Commander of the 11th C.G. District finding that the operator of the vessel should be fined \$200, and a letter from the Commander of the CG Pacific Area in Alameda, raising the fine to \$500.

Had I been a private citizen, I probably would have fought it. However, since I currently hold a 1600-ton Masters license issued by the Coast Guard,

continued next sightings page

boardings - cont'd

I saw no recourse but pay the fine. I got to wondering how many other operators, rather than owners, this had happened to, and about future ramifications. Does this mean if I fly to Mexico to deliver a yacht up the coast and it doesn't have a waste management placard, and I'm unable to find one, that I'm liable for the maximum fine of \$25,000?

I hope your readers will understand that safety and the ecology are foremost in my mind. I hope they will also be aware that the system is out of control.

In the book Clear and Present Danger, Tom Clancy expresses a feeling which I share. The U.S.C.G. is an organization founded to help seamen in distress, and to guard the coast. In those areas, they've done a great job — we haven't lost a bit of coast since they were founded. Unfortunately, somewhere along the line our government decided to turn them into high seas cops.

I had the opportunity last week to have a talk with an L.A. County Deputy District Attorney. He said to me, "The 1980s was the war on drugs, the 1990s will be the war on environmental pollution." I said, "I hope you do a better job with the environment than you did with drugs." His reply: "We won't, it will be the same. We'll spend billions, convict a few small people and let the big people carry on just as they always have."

Do the small amount of drugs seized on pleasure craft justify the billions of tax dollars spent, or could they go in a better direction?

- dennis roquet

usyru rescue award beyond the call of racing

Three of the first five recipients of US Sailing's (formerly USYRU) new Rescue Medals are California sailors. They are:

Richard Satchell — A retired Navy Chief and member of the Navy Yacht Club of Long Beach, Satchell was singlehanding his Ericson 27 Putt Putt Maru on a NYCLB cruise from Long Beach to Dana Point when he spotted a small powerboat engulfed in flames. The operator of the boat was hanging off the side of the boat in the water to avoid the heat!

Satchell alerted the Coast Guard to what was happening and hailed the man in the water that he was coming alongside. Still under sail, Satchell maneuvered Putt Putt Maru close enough to the burning boat that 64-year-old Roy Peterson was able to climb aboard. As if written by some Hollywood scriptwriter, within seconds of the rescue, the fuel tank on the motorboat exploded, singeing the hull and sails of 'Maru. Neither Satchell nor Peterson, a commercial fisherman, were hurt in the incident. After Peterson transfèrred to a Newport Beach Harbor Patrol boat, Satchell continued his cruise.

Barbara and David Lenschmidt — The Lenschmidts, of Alameda, were racing their yacht Caprice in the Santa Cruz to Santa Barbara Race last May when, about 10:30 p.m., they spotted two sequential red flares and heard the word 'dismasted' in a broken radio transmission. Conditions were rough, with 30-knot winds and 8-foot seas. They turned around and, after more than an hour of sailing back upwind, spotted the mastless Express 27 Light'N Up.

Because the handheld aboard the little boat didn't have sufficient power to punch through to the Coast Guard, Caprice became the relay boat, standing by Light'N Up under reefed jib for more than three hours in hateful conditions until a Coast Guard cutter arrived to take the Express in tow. Thanks to their actions, Light'N Up and her crew were eventually returned safely to shore.

Bill Belmont — A longtime Farallon Clipper sailor, Bill and crew had just driven Credit across the starting line of a Golden Gate Midwinter race last spring when the incident occurred that earned him the US Sailing honor. In winds gusting to 40 knots, only a handful of the 15 boats in his PHRF fleet tried to set spinnakers, and the Islander 36 Blockbuster only carried theirs for about 30 seconds before hitting the ditch hard. The broach threw two crewmen over, one of whom was able to grab the lifelines and haul himself back aboard. The other, John Farrara, found himself feeling awfully alone

continued next sightings page

avoid boat theft and

A year ago November, the Coast Guard responded to an EPIRB signal originating close offshore to Davenport, about 10 miles north of Santa Cruz. They arrived on scene to find — nothing. Divers were dispatched, and in about 40 feet of water, they found the 43-ft motorsailor Rainbow's End. Her EPIRB was still beeping dutifully, and her bottom was ripped open as if she'd collided with something under the surface. No one was aboard.

The end of 'End was, in a sense, poetic justice. The boat had been reported stolen from its Sausalito slip the previous day, and was apparently accidentally sunk in midgetaway. (The suspect, whose police artist rendition we ran at the time, is still at large.) A second set of divers hired by the insurance company found the sails unbagged but down, and the throttle on full forward, suggesting that the boat was powering in little or no wind when she struck whatever sank her. They found no signs of forced entry, such as cut or pried-off locks. Sadly, Rainbow's End was declared a total loss. She was not raised.

A quick check through the Sausalito PD records revealed Rainbow's End was one of only two boats stolen from the waterfront in all of 1990. Much more prevalent than theft of boats is theft from boats. But even that's been going down. There were only 18 reported cases in Sausalito last year, the lowest it's been in 10 years and well below the all-time high of 73 in 1983.

One of the reasons may be the Marina Watch group run by the Sausalito PD. This program is similar to the Neighborhood Watch groups of home-owners that have sprung up all over in the last 10 years. Although the department's Jim Serna says these are a little harder to organize, since not everybody is aboard all the time, he feels they definitely have an impact on waterfront crime. Here are a few suggestions from that program for anyone interested in more security for their boats.

* The first one's obvious: lock your boat and all hatches when you leave. While most companionway hasps are a joke for security, you can beef one up considerably with a steel or hardwood backing plate and heavier screws. Eliminate the threat of bolt cutters with one of the new locks that can't be cut with them. (Then don't be like us and forget your key every other trip.) An addendum while we're on the subject of locks: your marina can have the best security gates around and it probably won't deter theft. It's been shown time and again that most thieves arrive by water.

* Don't invite crime by leaving valuable items or equipment in plain view. The sight of a brand new handheld GPS behind a thin

(maybe) make a million

pane of glass could be mirch a spirit even as pure as ours with thoughts of crime and debauchery. So either put the equipment away, draw all curtains and/or store your valuables at home.

* Think about an alarm system. Obviously, the alarm can't be one of the motion-triggered ones available for cars or nobody within a quarter mile radius of your marina will get any sleep.

*Get to know your neighbors, especially liveaboards. Local government agencies might not approve of them, but the presence of liveaboards in a marina offers the best security short of a SWAT team. They're there enough to recognize any person or activity out of the ordinary, and have been responsible for the apprehension of many a wouldbe boat thief over the years. So next time you go down to the boat, bring along a six pack of beer and/or soft drinks. Then go around and introduce yourself to neighbors, offer the refreshment of choice and exchange phone numbers.

* Finally, and most importantly, record the serial numbers of all valuable equipment. This can be done easily at purchase by simply copying down the number in your checkbook register or credit card slip. Taking it one step further is the now-common practice of engraving your driver's license number (in some hidden location) on every piece of valuable equipment with one of those electric engravers.

If that last seems like too much trouble, consider what Detective Gary Lee told us. "Most of these (boat theft) crimes are drugrelated. That's not my opinion; that's based on who we're catching. When we do a search warrant for drugs, we recover a lot of marine equipment — a lot. You know something's not right because the wires are cut or whatever, but when we run the stuff through our automated property system (which records the serial numbers of stolen items) there's rarely a match.

"If we can't prove it's stolen (the italics are ours — Ed.), we have to give it back to these people".

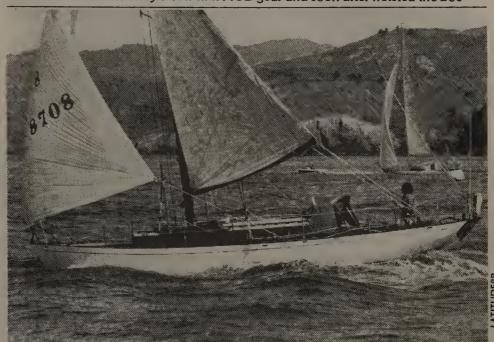
In other words, folks, if you're not pissed off enough that some dirtbag has your new GPS, he gets it back if you haven't taken two seconds to write down the serial number. If that ain't incentive, we don't know what is.

Oh, and about making a million? The owner of Rainbow's End suggested it and the Sausalito Police think it's a great idea: some sort of device that locks a boat's rudder amidships. They have similar things for car steering wheels, brake pedals and so on. It would have the added benefit of keeping the rudder from swinging, wearing and generally stressing itself out during surge conditions, too.

beyond the call - cont'd

about 50 feet away from the boat when it came back up.

Belmont and crew saw what happened and immediately diverted to the man in the water. They threw him MOB gear and soon after hoisted the 200-



Bill Belmont and 'Credit' during a Singlehanded Farallones a few years ago.

pound Farrara aboard *Credit*, none the worse for wear. The *Blockbuster* crew had by then sorted out the boat and returned to the scene, but were unable to transfer Farrara back aboard because of the choppy conditions. *Credit* went on to finish the race with Farrara aboard.

US Sailing initiated the Rescue Medal in May of last year for a couple of excellent reasons. One is to recognize significant acts of seamanship by pleasure boaters whose actions help save lives. The other is to collect case studies for analysis by the US Sailing Safety-At-Sea Committee. By scrutinizing real-life instances, the Committee may be able to come up with more efficient rescue gear and procedures for all boaters.

The awards are 3-inch struck-metal cloissone medallions on a red, white and blue ribbon. US Sailing executive director John Bonds says they'li be awarded "as often as rescues occur" during the year. With the program so new, it's hard to say how many that will be, though he anticipates about 15 to 20 awards a year once the sailing public becomes aware of the honor.

Which is where you guys come in. Suggestions for awards of the US Sailing Rescue Medal are encouraged from all sailors. To be eligible, the rescues must be made either in U.S. waters or during races which originate or terminate in a U.S. port. And the report must be made the same year as the rescue occurs. Adequate documentation (a log entry of incident report will suffice) and a complete description of the event should be sent to RESCUE MEDAL, US Sailing, Box 209, Newport, RI 02840. Upon receipt of 'nominations', US Sailing assigns an area volunteer to investigate the details. The executive committee makes the final determination of medal recipients.

short sightings

OFF ANCHORAGE, ALASKA — Five fishermen were rescued in mid-October, 11 days after their 97-ft crab boat Discovery went down 250 miles off the coast of British Columbia. It's unclear what caused the October 8 sinking of the Washington-based vessel, but the crew did almost everything right in abandoning — they launched their liferaft, donned their survival suits and grabbed their brand new 406 EPIRB. However, in all the confusion, they couldn't remember if they'd turned it on or off. Turns out it was off, which accounted for the long delay in rescue. They were spotted by accident by another fishing boat.

shorts — cont'd

CORONADO — Now we don't feel quite so bad. On November 18, the Coronado Police Department's 25-ft skipjack sank while tied to a dock at the Coronado Cays YC. As *Latitude* readers all know, our photoboat set the trend last spring. We hope to have a rejuvenated .38 Special out and about by next spring.

SAN FRANCISCO — This Willie was guilty. In 1987, Willie Williams was declared dead after a boating accident off Mendocino County. His body was never found. In 1991 — just last month, in fact — Williams pleaded guilty to faking his own death in order to collect a \$500,000 insurance claim. Williams, a former staff sergeant in the Marines, faces up to five years in prison.

WASHINGTON, D.C. — An end to the 30-mile long 'wall of death' drift nets? Japan and South Korea, homeport of the largest and third-largest drift net fishing fleets in the world, respectively, have finally caved in to pressure from environmentalists and the U.S. government. Both say they will stop driftnet fishing by late this year. Taiwan, with the second largest fleet, faces direct U.S. trade sanctions if they don't follow suit. Since drift net fishing began in the 1970s, the slaughter of unwanted fish species, marine mammals, sea birds and sea turtles has been horredous and indefensible.

The elimination of drift net fishing is a major victory for the oceans and ocean life. It came about because of the relentless efforts of environmentalists to get the U.S. Government to use its considerable influence to stop the practice. We salute all of you who were soldiers in that good battle.

MEXICO — And speaking of influence.... In 1990 alone, Mexican purse seiners were responsible for the death of 50,000 dolphins. In this regard the Mexicans had the dubious distinction of being the worst country on record. Now, as a result of threatened U.S. trade embargo on Mexican-caught tuna, Mexican President Carlos Salinas de Gortari introduced a bill that would set jail terms for anyone causing the deaths of dolphins or turtles. Given the power of the Mexican presidency, the bill is almost certain to pass.

LONDON — In this space last month we reported that international media tycoon Robert Maxwell died after falling, jumping or being pushed off his magnificent 191-foot yacht *Lady Ghislaine* as she motored off the Canary Islands. With the revelation that his Mirror Group publishing empire was more than \$4 billion in debt, and that Maxwell had illegally siphoned off more than \$1 billion in company pension funds, circumstantial evidence suggests he may have jumped. An upcoming audit was to reveal the fraudulent activity.

At London's 'Stab in the Back' pub — so named because management often took newspaper workers there to dismiss them — it is reported that employees of the Maxwell-owned European "broke into cheers" and began performing karioke versions of the song "Sailing" when they learned "Capt Bob" was no longer among the living.

SAN FRANCISCO — Frustrated by what they call "mudlock", 70 Bay Area business, labor and governmental representatives have formed the Bay Area Dredging Action Coalition to try to eliminate the nearly overwhelming obstacles in what they describe as vital dredging projects.

The inability of state, federal and local governments to agree on plans, as well as the objections of some environmentalists, threatens hundreds of thousands of Bay Area jobs. Ships have recently begun running aground in San Francisco Bay because the channels have not been dredging in a timely manner. Unless channels are deepened, the coalition warns, the Bay Area will be "removing itself from the mainstream of international trade". Economically that's not good.

SAN MATEO — The California Transportation Commission last month appropriated \$2.5 million for the construction of a catamaran to replace the monohull ferry now running between Alameda and San Francisco. With a cruising speed of 30 mph, the new ferry will be much faster than the old one. Able to carry 250 passengers at a time, the new ferry should also have no continued next sightings page

looking good

Wings made a pretty picture when we snapped this one in late November. Ghosting along expeditiously while her singlehanded skipper relaxed in the big cockpit, we kind of fancied her symbolizing the last of Indian Summer sailing into the sunset.

Only thing is, we have no idea if the boat's trimmed properly, normally one of the prerequisites to appear as a 'lookin' good' boat. For one thing, we're not familiar with junk rigs and wouldn't know a well-trimmed



— we think

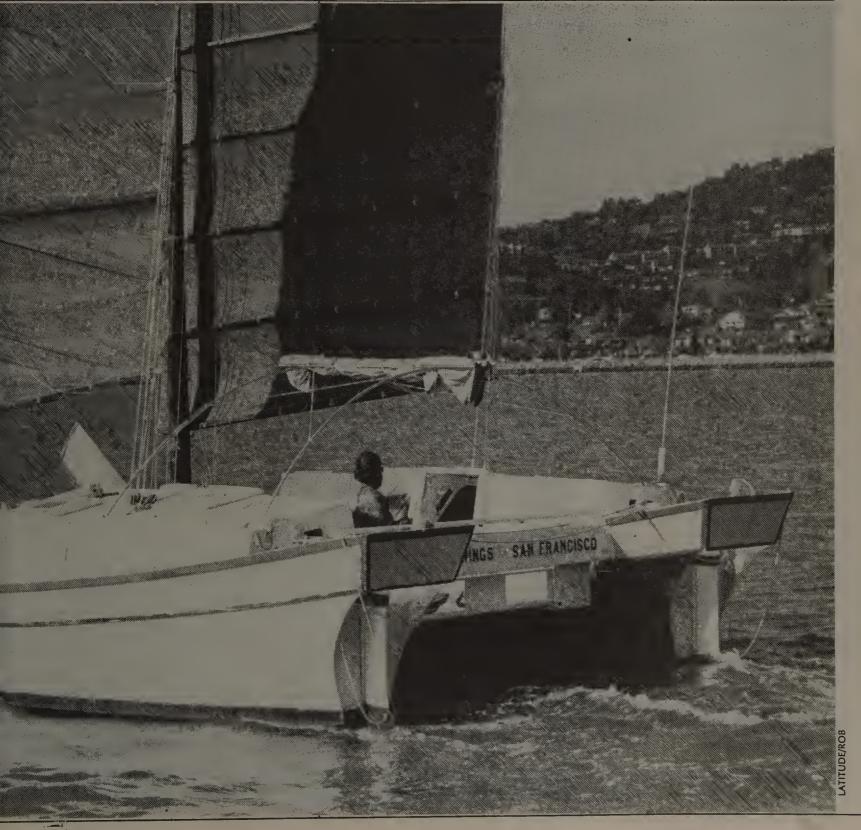
one from a hole in the ground. Then there's the arrangement of the rigs. Do two equal size masts side by side mean this is a ketch, schooner, double sloop, Siamese cat — or what?

What with the holiday season and everything, we got to feeling a bunch of good will toward men and decided to give this skipper the benefit of the doubt. He obviously knows a lot more about what he's doing than we do.

shorts — cont'd

trouble handling the 320 customers that use the current ferry on an average day. On the same day, the CTC appropriated another \$7.5 million for various other Bay Area ferry improvements.

WASHINGTON — With two out of every three landfill dumps closed since 1970 and the U.S. still creating 300 million tons of sludge per year, scientists at the Woods Hole Oceanographic Institute suggest dumping the sludge in the deepest parts of the ocean. They contend that the pressures are so great and the currents so slow, the ocean would safely encapsulate the waste for centuries. Of course, that's the same kind of thinking that's resulted in radioactive waste seeping out of hundreds of steel drums near the Farallon Islands.



SFYC FALL SERIES

Sunday, Dec. 15 — With 10 days 'til Christmas, 'normal' people would have been shopping, trimming trees, writing cards or otherwise preoccupied with responsible holiday-type things. Us? We'd rather go sailing.

Hoping to catch a ride in the last race of the Third Annual San Francisco YC Fall Series, we arrived early at the elegant Belvedere clubhouse. Armed with our leaky foulies, a sandwich and a camera, it didn't take long to get on a boat. In fact, it took about a minute, because a brisk northeasterly was blowing and most boats were actively recruiting 'railmeat'.

We ended up occupying the B-Max seat on the J/35 Esprit, a great platform for taking the pictures on the accompanying pages. It was a long, chilly day — Little Harding up to a pair of buoys in the North Bay, twice around — but spirits on board were high, as Esprit held on to second place that day, good enough to win Division I overall for the series. Later, we warmed up and celebrated with coffee and rum drinks courtesy of owner Charlie Kuhn.

And it beat the heck out of fighting the crowds at Macys. After all, why be 'normal' when you don't have to?

- latitude/rkm

SATURDAY, 12/14:

MULTIHULL — 1) Wingit, F-27, Ray Wells; 2) Pegasus, F-27, Andrew Pitcairn. (4 boats)

DIV. I — 1) Bang!, N/M 41, Max Gordon; 2) Esprit, J/35, Kuhn/Russell; 3) National Biscuit, Schumacher 35, Colin Case. (8 boats)

DIV. II — 1) Holey Terror, Etchells, Dave Yoffie; 2) Palawan, Etchells, Roy Kutz; 3) Limelight, J/30, Harry Blake. (6 boats)

DIV. III — 1) Brasil (ex-Summertime Dream), Schumacher 26, Roger Peter; 2) Shanghai, Islander 28, Ken Jesmore; 3) Wahope II, Newport 30 Mk. II, Walt Wilson. (8 boats).

SUNDAY, 12/15:

MULTIHULL — 1) Aotea, Antrim 40, Peter Hogg; 2) Defiance, Cross 46, Bill Maudru. (4 boats)

DIV. I — 1) Bang!; 2) Esprit; 3) National Biscuit. (7 boats)

DIV. II — 1) Palawan; 2) Holey Terror; 3) Finest Hour, Tartan Ten, Lambert Thom. (6 boats)

DIV. III — 1) Wahope II; 2) Brasil; 3) Kareste, Knarr, Doug Moore. (8 boats)

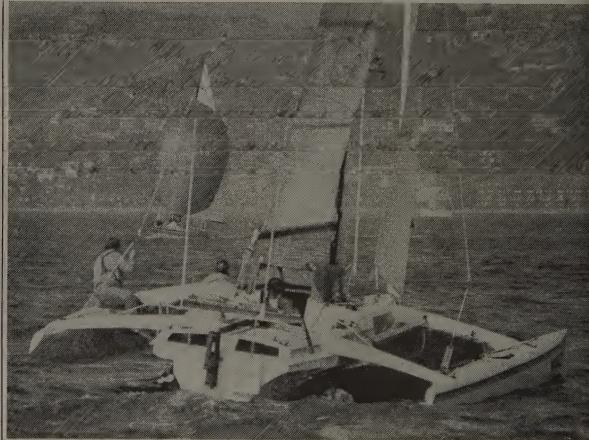
OVERALL (4 RACES, 0 THROWOUTS):

MULTIHULL — 1) Aotea, 5.25 points; 2) Defiance, 10. (4 entries)

DIV. I — 1) Esprit, 7.75 points; 2) Bang!, 8.25; 3) National Biscuit, 17. (13 entries)

DIV. II — 1) Holey Terror, 6.5 points; 2) Limelight, 15.75; 3) Finest Hour, 17. (13 entries) DIV. III — 1) Brasil, 7.75 points; 2) Wahope II, 16.75; 3) Shanghal, 17. (16 entries)



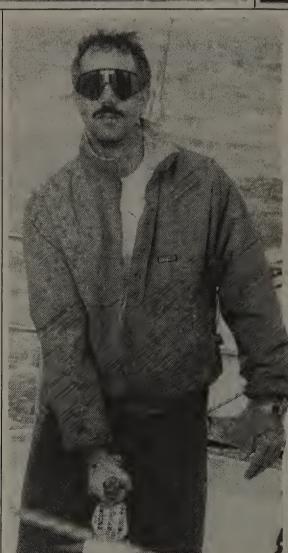


















1992 CREW LIST —

One of our favorite off-duty reads is WoodenBoat magazine. No, none of us at Latitude currently owns a woodie nor has plans to. In fact, aside from a dinghy one of our editors built with his father years ago, none of us has ever owned one. It doesn't matter. WB is still one of the class acts of the genre and an invaluable source of historic information.

Another appeal we feel no shame in admitting is the dreamer factor. We've thought for a long time that the tag-line under the title on WoodenBoat's cover should be amended to read, "The Magazine for Wooden Boat Owners, Builders, Designers and Dreamers" (italics ours). Again, though it may never happen, we rarely get through an issue of WB without imagining ourselves ankle deep in wood shavings in a little shed somewhere on the coast of Maine. A potbellied stove is glowing in one corner, warding off the cold of the blizzard in progress outside. The place smells of coffee, pipe smoke, wet dogs (they're sleeping by the fire) and fresh-cut spruce. We're in the center of the shop, pipe clenched jauntily in one side of our mouths, planing the last few imperfections off a classic Whitehall dinghy

At that point, Michelle Pfeiffer runs breathlessly through the door and into our arms and the fantasy gets completely out of control. But

you get the general picture.

We'd like to think that the Crew List has a little of the same dreamy quality — though we run it for 'boat owners, builders, designers and crew', we gotta believe a lot of you out there want to take part, but never take the plunge and actually do it.

Well, this year, we're going to call you on it. This year, we're going to 'truth or dare' you to follow through, even if it's on as simple a level as sending in a 'Daysailing' form to take people out on your own boat

a couple of times.

What's that you say? It's hard for you to imagine actually taking part in the Crew List? Hard to imagine going out sailing with total strangers? "Fat chance", you might be saying to yourself. "Maybe next I'll start calling people from the personals column of the newspaper for dates."

If you think that's hard to imagine, try putting yourself in our place — here we are trying to psych you guys all up about going sailing next summer when all we can think about is whether we're going to get this issue to the printer in time to enjoy Christmas with our families. Bob Crachit never knew how good he had it.

In the parlance of the publishing game, however, the start of the spring season is right around the corner. We have to run these forms now so you'll have time to send them in so we'll have time to run the actual Crew Lists in the spring so you'll have time to arrange crewing positions for next season . . . (large inhalation). . . Are we going too fast for you?

or those of you new to the Crew List, a short review may be in order. Our Crew Lists — often copied, never equalled — have been around for more than 10 years. They came about because it was once a royal pain in the butt for skippers to find suitable crew, or for crew to find boats doing the type of sailing they wanted. For example, if you didn't know a friend who had a brother who knew a boat that might need crew, what you did was hang out — at boat yards, yacht clubs, or just on the docks. Then you'd either beg a ride, or hope to be picked up by a boat short on crew for a race.

Of course, it wasn't always as bleak as that, but there was certainly no standard source to which both skippers and crew could turn. So one day, we came up with the idea of a central Crew List that both crew and owners could use to 'shop' for just the right crew. At first it was just a simple one, for racing boats and crews. Then we had one just for Mexico-bound cruisers. Each year, the Lists grew in categories and detail until today, when they cover just about every aspect of

sailing imaginable. Had we spent half the brain power on developing Trivial Pursuit, we'd be millionaires.

What could be simpler? Fill out the appropriate form(s) for the type(s) of sailing you'd like to do this coming summer, and send them in with the small advertising fee listed at the bottom of each form. Then, in the spring issues (March for racers, April for everybody else), we'll run your name, desires and skills/qualifications along with your phone number or other contact. It's then up to you to get on the phone and 'complete' the transaction.

As we said, through the two Crew Lists we run every year (the Mexico Only list still runs in the fall to coincide with the start of the Mexican cruising season), literally thousands of people have gotten

THE FORMS. . . .

I AM/WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT NAME(S): AGE(S): _____ SEX: ____ PHONE: (_____) ____ CONTACT IF DIFFERENT THAN PHONE: BOAT TYPE/SIZE I/WE PLAN TO RACE: San Francisco Bay __ Handicap Monterey/Santa Cruz b) One Design Ocean Series c)____YRA Season 1992 Pacific Cup d)_____ Specialty Events and/ Catalina Race or occasional YRA Mexico Race(s) Beer Cans Anything & everything 7) Other I/WE WANT CREW: Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or With at least one full season of racing experience With more than three years experience I/WE RACE: Casually. Winning is nice, but let's keep it fun. Pretty seriously. Why else make the effort? Very seriously. I/we don't like to lose.

Mail completed form to and \$1 to: Racing Crew List, Box 1678, Sausalito, CA 94966 by FEBRUARY 15, 1992.

SOMETHING FOR EVERYBODY

to do the type of sailing they wanted with, for the most part, the type of people they wanted. Over the years, we've received letters from people who, through the various Crew Lists, have learned to sail, helped crew race boats to trophy-winning races and seasons, cruised to the four corners of the world, found employment in the sport (as delivery skippers or crew, boat sitters, BMWs, etc.) — and even found life partners.

Of course, there are no guarantees. And to be perfectly fair, there have also been less than savory experiences that resulted from participation in the Crew Lists. The most common of these seem to be what we'll call 'personality conflicts' between crew and skippers. Either that or virtually every one of the skippers in question actually

do turn into tyrannical sexist hairballs as soon as the boat leaves the dock. Extreme examples include a woman Crew Listee who was shipwrecked on a South Pacific reef atoll (no one was seriously hurt), and the most serious instance, a woman who was drugged and possibly raped after signing on a boat for a cruise south.

That last incident led directly to the next bit of legalese we're now required to run. We require that anyone considering participating in the Crew List must acknowledge that: the Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make or imply any guarantee, warranty or recommendation as to the character of any individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

I/WE WANT TO CREW ON A RACING BOAT NAME(S):_ SEX: PHONE: () CONTACT IF DIFFERENT THAN PHONE: I/WE WANT TO RACE: San Francisco Bay 4) 1992 Pacific Cup Monterey/Santa Cruz 5) to Catalina (July) Ocean Races 6) to Mexico (November) I/WE PREFER: Boats under 30 feet 4) ____ Dinghies 5) Boats over 30 feet Specific class or design MY/OUR EXPERIENCE IS: (Check at least one from each column) Less than one full season None Little or no racing, but lots of A Little cruising and/or daysailing Moderate I have out-of-area racing ex-Mucho perience, but am unfamiliar with local conditions One or two full local seasons One or two long-distance ocean races Years of Bay and ocean racing I/WE WILL: Help with the bottom, do maintenance - anything! Play boat administrator, go-fer Go to the masthead to retrieve the halyard at sea Navigate, I've got lots of experience Do foredeck, I've got lots of experience Do grinding, I've got muscle Mail completed form and \$5 to: Racing Crew List, Box 1678, Sausalito, CA 94966 by FEBRUARY 15, 1992

	HAVE SAILBOAT, WILLING TO TAKE OTHERS
	OUT FOR CASUAL DAYSAILING
-	NAME(S):
	AGE(S) SEX: PHONE:()
	CONTACT IF DIFFERENT THAN PHONE:
	I AM/ WE ARE: 1) Single to take singles out 2) Couple to take couples out 3) Singles, couples or small groups okay, but leave kids home 4) Kids okay as long as you can control them Mail completed forms and \$1 to: Daysailing Crew List,
	Box 1678, Sausalito, CA 94966 by MARCH 15, 1992.
	WANT TO JOIN OTHERS
	FOR CASUAL DAYSAILS
ľ	NAME(S):
	AGE(S):SEX:PHONE: ()
	CONTACT IF DIFFERENT THAN PHONE:
	I AM/ WE ARE: 1) Single

1992 CREW LIST —

I/WE WANT TO CREW ON A CRUISING BOAT NAME(S): AGE(S) SEX: PHONE: () CONTACT IF DIFFERENT THAN PHONE: **SAILING EXPERIENCE:** None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering Moderate. Several years active crewing on the Bay or at least one long coastal or trans-ocean trip Lots. Several long ocean passages . I/WE WANT TO CRUISE: SF Bay and Delta Caribbean __ Mediterranean Monterey Bay Anywhere warm Southern California Mexico this fall/winter 10) Other destination(s): 4) Hawaii and South Pacific 5) Pacific Northwest or Alaska I/WE CAN OFFER: At least a month of shared expenses Mechanical skills: engine, electronics, refrigeration Elbow grease for bottom work, varnishing and other upkeep Cooking and cleaning skills Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): Ornamental skills — I look good in a bikini Mental skills. I may not look like a playmate, but I don't think like one, either. 8) Other skill(s):

Phew. Now that you know a little more what to expect, we once again invite everybody — and especially you sailing wallflowers — to take a chance. What have you got to lose? Even if it doesn't turn out exactly like you want, it could well be the stepping stone to something that does. It's an old and tired cliche, but true: You'll never know until you try.

Mail completed form and \$5 to: Cruising Crew List, Box 1678,

Sausalito, CA 94966 by MARCH 15, 1992.

As an added incentive, as well as an excellent 'neutral ground' on which to first meet your prospective crew and/or skipper, everyone that takes part in the Crew List gets in free to Latitude's biggest shindig of the year: the Spring Crew List Party. Although we end up inviting pretty much everybody to this one, which takes place in early April (exact date and location to be announced later), only Crew

I AM/WE ARE LOOKING FOR CRUISING CREW

NAME(S):
AGE(S) SEX: PHONE:()
CONTACT IF DIFFERENT THAN PHONE:
WHERE AND WHEN:
MY/OUR BOAT IS A:
I/WE PLAN TO SAIL TO:
ON OR ABOUT (DATE):
MY/OUR IDEAL CREW WILL: (Check and circle as many as apply) 1) Be willing to share basic expenses such as food and fuel 2) Be willing to bust butt preparing the boat 3) A) Have more desire than experience; b) have lots of ocean experience 4) Know offshore navigation, really know it 5) Have mechanical skills for the engine, refrigeration, etc. 6) Have language skills: a) Spanish, b) Other: 7) Other skills (woodworking, scuba, etc.) 8) Be unattached and unopposed to the possibility of a friendship blossoming 9) Look good in a bikini 10) Understand and appreciate Milton Mail completed form and \$1 to: Cruising Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1992.

Listees get in free. Everybody else forks over \$5 apiece. (And just between you and us, the way the economy's been going, we may inflate that a bit by party time.)

So here's your big chance, folks. Put up or shut up, now or never, and all that stuff. What will it be? A new and exciting chapter to your sailing life — or a continued downward spiral into the barren, pointless existence of a brain-dead lab rat? It's up to you.

While a few of you are still trying to make up your minds (you spineless wimps!), here are a few helpful hints for the gallant, courageous majority who have decided to take the bull by the horns.

- * Honesty. It is not only the best policy, it's the only policy when it comes to sailing. If you lie or exaggerate your experience, it will not only be immediately apparent on your first sail, but could easily lead to you or someone else aboard being hurt.
- * Little or no experience is not a disadvantage. We don't know how many times we've heard, "I don't know enough," as an excuse for not participating in the Crew List. It's not true!!!! If you're willing to endure the usual embarrassing moments to learn, many skippers actually prefer a few people on the crew to have little or no experience.
- * Be realistic about the time commitment. To be part of a crew racing a YRA season, you'll be required to show up at a certain time on a certain dock in working order at least twice a month throughout

SOMETHING FOR EVERYBODY

I/WE WANT TO CO-CHARTER
NAME(S):
AGE(S): SEX: PHONE ()
CONTACT IF DIFFERENT THAN PHONE:
WHERE AND WHEN:
I/we want to co-charter for weeks in the (spring,
summer, fall, winter) of 1992.
SAILING EXPERIENCÉ: (Check one from each column)
1) Little or none 2) Moderate. I sail and give me direction b) Prefer co-charterer of at least equal proficiency 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper
I/WE PREFER TO CO-CHARTER: 1) Bareboats (we sail) 2) Crewed (professional skipper and/or crew) 3) With other couples 4) With other singles 5) A smaller (30 to 40 feet) boat with one or two other people 6) A medium (40 to 50 feet) boat with four to six other people 7) A large (60 feet or more) boat, the more co-charterers the merrier
I/WE WANT TO CHARTER IN: 1) San Francisco Bay 6) Pacific Northwest 2) Monterey/Santa Cruz 7) Caribbean 3) Southern California 8) Mediterranean 4) Mexico 9) Other 5) Hawaii
Mail completed form and \$1 to Co-Charterer Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1992.

the summer. In return, you may be asked to supply some blood, sweat and beers during haulout, or lunches for the crew for the day, etc. Be realistic about these possibilities and be sure to include them in your list of questions to ask a prospective crew or skipper.

* Unless you are taking part in the Crew List as a couple, one person per form, please. If you need additional forms, we accept xeroxes, simple 'answer sheets' without the form, clay tablets, medieval tapestrles, videotaped confessions — whatever you feel most comfortable with. If you're one of those who has to be politically correct about everything, send us a self-addressed stamped envelope and we'll mail some real forms back to you.

I/WE WANT TO BOAT SWAP		
NAME(S):		
AGE(S): SEX: PHONE: ()		
CONTACT IF DIFFERENT FROM PHONE:		
WHERE AND WHEN:		
My/Our boat is a		
I/we would like to swap boats with the owner of a similar vessel in the		
area.		
I/we would like to cruise this area for about weeks in the		
month of, 1992.		
Mail completed form and \$1 to: Boat-Swapping Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1992.		

* Women Crew Listees. We kid about it a lot, but we're really some of the least sexist macho pigs around when it comes to treating women with equality and respect. Just ask any of the babes here at the office, who damn well know their place and live only to attend to our every whim. Just kidding. Seriously, we suggest that women who participate in the Crew List use first names only, and that they not use a home phone as a contact. Because believe us, if you are a woman, you will get calls. Instead, use either a P.O. box, answering service, FAX or business address. Women Crew Listees should also be aware that, when taiking to Crew List men, it's not unusual for talk to drift from sailing and onto more personal subjects, like sex. Despite what you might be told over the phone, no, intimate relations with the skipper are not required to join any crew.

* In an effort to continually improve and streamline the forms, you veterans will notice that we no longer ask for addresses. The reason is simple: no one around here could figure out why we'd need them. (Contrary to some opinions, we have never sold lists of readers to other publications.) In place of the address, we now ask for the contact number or address as you'd like it to appear on the Crew List. Note that we do still need a phone number in case we need to get

back with you for any reason.

* Finally, deadlines. To collate this stuff, we need to receive it a month ahead of publication. For racers, that means your forms must be in our sweaty little hands no later than February 15. Everyone else needs to have theirs in by March 15. Also, don't forget that advertising fees must accompany each submission: \$5 for people looking for boats; \$1 for skippers looking for crew. (We figure boat owners spend enough as it is.)

Well, that's about it for this installment. If we have room in February, we may rerun some or all of these forms. But our advice is don't delay — get your forms in now. That's all you need to do to realize those sailing dreams.

Our dreams will likely go forever unrealized. Maine's too cold and

Michelle Pfeiffer just won't return our calls.

— latitude 38/jr

AMERICA'S CUP '92 —

I he ldes of January approach, and with them the deadline for challengers to the 28th America's Cup, which starts May 9, to have boats present and accounted for in San Diego. The 'drop dead' date for challenger boats to be named and measured is January 24. Since it normally takes the better part of a week to put a boat together, it's generally conceded that if a boat is not in San Diego by at least the 19th, there won't be time to put it together. We belabor this point only because the first cliff hanger of this Year of the Cup may well occur within that five-day window. No one quite knows exactly what's happening with the Russian (or whatever the place is called this week) or Slovinian (formerly Yugoslavian) IACC boats, but both countries swear they still plan to have boats there in time.

If everybody makes it that plans to, there will be 24 IACC (International America's Cup Class) boats from 12 syndicates representing 10 countries sailing the waters around San Diego by month's end.

Even if the two slavic teams don't make it, it's an impressive field. At the height of the 12-Meter glory in Fremantle in 1987, only 9 syndicates from 6 countries had a go at the Aussies, and 5 of those were American. What's more, three years ago, neither the IACC design, class or boats even existed.

But what's most impressive, if you can call it that, is the obscene amount of money being spent on this latest America's Cup. The latest estimates put the combined budgets of all syndicates at \$500 million — a half billion dollars. On a boat race? Come on. Not so long ago, that amount would cover the outbound leg of an Apollo lunar mission. One year ago, it would nearly match the GNP of Laos. On a more graspable level (ha ha), 500 big ones would buy every boat ever built in Santa Cruz — about 10 times over. Or, if you prefer, it would probably buy every used boat in the state of California, with change left over to build a few more.

What those dollars hath wrought are undeniably some of the most exciting sailboats afloat today, as different and better from a 12-Meter as a thoroughbred is from a plow mule. However, no sailboat is very

FRENCH CONNECTION: THE SEQUEL

The biggest pre-Christmas brouhaha off San Diego occurred during the Challenger Practice races of early December. Of course, since CORC — the Challenger of Record Committee — frowns on anything that might help the Americans, neither Team Dennis Conner nor America³ were invited.

However, in one of the better practical jokes of 1991, DC showed up anyway, sporting a blond wig on his head and a Swedish flag and sail numbers on his name-obscured boat. He started a minute or so behind everybody else, but by the first mark was leading by a minute. After stretching the lead out to almost 2 minutes after two more marks, they 'Swedes' had found out what they wanted to know and went home. Although the stunt earned gales of laughter from nearly everyone on the water, CORC, to say the least, was not amused.

The next day, 'Sven' Conner and his crew were back out, this time just to watch. During maneuvering in close quarters well away from the racing, they got into a zig-zagging match with one of the French chase boats and ended up getting T-boned (right). Fortunately for them (unfortunately if you're a challenger), the accident was a minor one and damage to 'Swedes & Stripes' was repaired by the next day. French skipper Marc Pajot apologized to Conner by radio before the boats even got in.

it's already destined to be: the most minutely scrutinized and widely covered sailing event in history.



IACC boats are as different from 12-Meters as a thoroughbred is from a plow mule.

exciting to watch when there's little or no wind — qualities for which San Diego is infamous. Well, here's to hoping a few juicy storms blow through in the next few months, and that there's enough breeze in between to make America's Cup XXVIII deserve what

As this issue goes to press, many syndicates are unveiling (a figurative term, to be sure) their ultimate weapons and hardware. While the Japanese have long

been known to have at least one front-ruddered boat sailing, now rumors are flying that other boats have them, too. And then there's New Zealand's much ballyhooed 'Stealth' boat. This fourth Bruce Farr design is said to be so different and so radical, it'll make the winged keel look like a cave painting. In this case, let's hope function doesn't follow form — the Kiwis already admit themselves that it's one of the ugliest IACC boats built to date. And on it goes.

Check the boxes for Defender and Challenger elimination schedules. Check this month's Max Ebb to understand how front rudders work. Check the 'How To See It' sidebar on the next page for how to see one or more of the races in person. And check out the following rundowns of the challengers and defenders — in the order our 'panel

GENTLEMEN, START YOUR ENTRANTS



of experts' thinks they're going to stack up by early May.

CHALLENGERS

1. New Zealand — Before you get all excited, please notice there's also a '1' by Il Moro. This top spot is just too hard to call one way or the other. Press a gun to our heads, however, and right now we'd have to pick New Zealand. Why? Everything else being the same, they've been just a tic off the Italian's pace all year. Now, with the naming of Rod Davis as skipper (contender David Barnes will call tactics) and the launch of the 'ugly magic' boat, Michael Fay could well have drawn the aces he needs.

1. Il Moro Di Venezia (Italy) — Try as we might, we can discern absolutely no chinks in the Italian armor. If consistency

were part of the competition, the Cup would already be in Venice. Skipper Paul Cayard is awesome, his crew has been sailing together for a year, they have the biggest of the admitted budgets and are the only syndicate to have five boats in the water. Need we say more?

and relatively weak showing at the Worlds last May. And their third boat is said to be pretty innovative itself. But the best thing they have going for them remains their tenacious expatriate Kiwi skipper, Chris Dickson, who successfully defended his number-oné-in-the-world matchracing

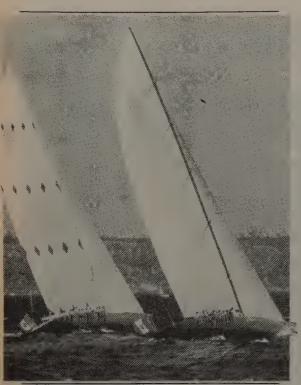
It's hard to think of Team Dennis Conner as a 'Cinderella' campaign.

3. Nippon Challenge (Japan) — There's been a lot of water under the proverbial bridge since Nippon's bad luck

ranking at the Mazda World Match Racing Championships last October.

4. Spirit of Australia — This one's a

AMERICA'S CUP '92 —



The players.

bit of a flyer, but Iain Murray and Peter Gilmour could well have the dark horse of the elimination rounds. A few reasons: 1) though they have only one boat, it's already shown amazing speed; 2) Murray is the only designer who will also sail his own boat, and 3) both he and Gilmour are excellent sailors. Finally, 4) Murray and 'Gilly' have a score to settle — like Conner in 1983, they are currently known as the sailors who lost the

5. Le Defi France (France) - Though

tency. However, with six months of practice now behind them and a third boat recently launched (amid simultaneous fanfare in France and San Diego), they're easily capable of busting things open.

6. **Desafio Espana** (Spain) — Wow. It's hard to believe how far Spain has come. From becoming something of a laughing stock after the keel fell off their first boat (they borrowed one of New Zealand's boats for the Worlds in May '91), they now have two boats and a very strong showing in preliminary races under their belts. One perceived weakness is a skipper lacking the big boat experience of a Conner or Dickson, but geez, who doesn't? A boat worth watching.

7. Challenge Australia — Another wild card. (This predicting stuff isn't nearly as easy as it used to be.) Syd Fischer's oddlynamed Steak & Kidney was said by many to be the fastest 12-Meter in Fremantle. It just got that way too late to qualify as defender. Now he's back with a single-boat effort that, to overuse the phrase yet again, has shown flashes of brilliance and speed. With a bit of luck and several of Alan Bond's old crew aboard, Challenge Australia is another boat that could easily turn a few heads.

8. **New Sweden** — An unknown quantity, *Absolut Sweden* is being 'kitted up' as you read this. Although they get an 'A' for effort so far, continuing money problems — including a suit brought against the syndicate,

ESPN SCHEDULE

This America's Cup is destined to be covered so thoroughly by both print and broadcast media that you may very well find the concurrent presidential politicking a refreshing relief. However, you're just not going to find anything that matches the insights and immediacy of ESPN's coverage. We recommend it highly.

Jim Kelly once again hosts the programs, with analysts Gary Jobson and Peter Isler walking viewers through what's going on. The 'Setting Sail for San Diego' shows will continue through January with something for everybody: profiles of individual syndicates, basic sailing ABCs for non-sailing viewers, sailing footage geared increasingly toward experienced racers — even a very popular new segment entitled 'Spy Vs. Spy', which half-humorously looks at the extensive spying network employed by all camps.

On the December 16 show, for example, ESPN was at the Conner camp preparing for an Interview when a diver was spotted photographing the bottom of the boat. Despite team members diving in and thrashing whisker poles beneath the dock to get him, he got away (using an oxygen rebreather, which makes no bubbles). It was believed.

ESPN plans 125 hours total coverage of

9. Red Star Syndicate (Russia) — For all we know, by the time this hits the streets, what used to be the Soviet Union may have petitioned for statehood as 'East Virginia'. Yet in the midst of the confusion, a small core of sailors perseveres to bring the first Russian challenge to the America's Cup. Well, actually, two small cores of sailors. When the latest dust over there had cleared, both the remains of Red Star and a new group calling itself 'Age of Russia' laid claim to the original Russian entry fee — and both claimed to have boats building! Red Star's turned out to be the one everybody already knew about. No one knows anything about the other. ACOC found itself treading ground only James Baker might have tiptoed across a couple of years ago — the delicate diplomacy of telling two bristing Russian bears which could come and which couldn't. The decision: since Red Star still claimed the Ocean Racing Club of Leningrad. . . oh, sorry, St. Petersburg — that changed, too. . ., and since ORCSP was the original club of record, Red Star was in and Age of Russia was out. Though time grows short, the syndicate is working around the clock on the boat, and pledges to have her in San Diego by the January deadline.

10. **Yacoma Challenge** (Slovinia) — In a lot of ways, the Russian situation is minor

DEFENDER SELECTION SERIES

Officially, are three boats are entered in the three-month-long Defender Selection Series: Conner's one and only Stars & Stripes, and two America³ boats. But four will likely race—yachts and crews can be substituted all over the place for each other. So although Jayhawk (USA-9) and Defiant (USA-18) are on the roster now, look for America³'s newest boat (at this writing, not yet named or sailing) to figure prominently as the team's 'designated hitter'.

The DSS will consist of five separate series, with approximately 10 days to 2 weeks off between each. By April 12, the last day, the boat which wins the right to defend the 28th America's Cup will have competed in at least 33 races. Here's a quick look at dates and details of each segment of this series.

Round Robin 1 (January 14 through 26) — Boats earn 1 point for each race won.

Round Robin 2 (February 8-18) — Same as above, but 2 points per win.

Round Robin 3 (March 3-17) — A longer (12 days instead of 9) series, 3 points per win. Round Robin 4 (March 28-April 10) — Scoring in the final round robin is a bit different than the previous three. All boats will advance to RR4, but the one with the highest points coming out of RR3 will begin RR4 with two wins to her credit. The next highest scorer will begin with one win, and everyone else starts with a 'clean state'. At the end of RR4, the two yachts with the most wins (including those credited) will advance to the Defender Finals.

Defender Finals (April 17 until someone wins seven of the 13 scheduled races) — If the finals go all 13 races, the last round would occur on May 1.

skipper Marc Pajot and his team have shown flashes of brilliance throughout the Year of the Cup, their problems have been in consisby two British designers who claim to be owed \$20,000 — could hamstring this effort before it gets out of the starting blocks.

GENTLEMEN, START YOUR ENTRANTS

America's Cup XXVIII, with more than 100 hours of live racing. Compare that to 1987, with its 79 total and 43 hours of live racing coverage.

As you reference the following, please note that we've extrapolated all air times to Pacific Standard. However, these things do shift around a bit, so please double check times in your local directory before setting the VCR.

The final four 'Setting Sail For San Diego' shows will air on January 3, 10 and 17 at 7 p.m. local time, and on the 26th at 4:30 p.m.

In February, the program name will change to 'America's Cup '92'. Shows will air on February 1, 7, 14, 21 and 29, and March 6, 16, 20 and 26. Times vary from 5 p.m. to 8 p.m. — again, check local listings.

The live coverage of racing starts March 28 with the beginning of Defender Series Round Robin 4 and Challenger Series Semi-Final Round. These programs will start at noon each day and continue through the completion of both events.

America's Cup coverage will begin with Race Two on May 10 and continues through the end of the series. Oddly, through previous arrangements made by ACOC, Race One will be telecast on ABC TV.

compared to what the poor people in wartorn Croatia and Slovinia are going through. But they, too, continue to maintain that they'll have a boat in San Diego. "Sailing for peace in the most apolitical manner," was how the project manager characterized their motivation. Their boat is Zara, the wooden IACC vessel that was originally meant to be their trial horse. If Zara does make it, her cold-molded, clear-coated mahogany hull will be the first bright-finished Am-Cupper since Heritage in 1970. In a real turn of sportsmanship, Raul Gardini will donate one of Il Moro's carbon fiber masts for the boat.

Spirited away to Italy when the heavy fighting started, Zara is undergoing completion and preparation for the trip here. This raises the touchy issue of whether or not the boat was built in the country of origin, which the rules require. We say bend some rules. In fact, if they make it, someone ought to create the first 'Sailing for Peace' Cup and award it to the Slovinians — they'll have already won more than they ever could in a boat race.

THE DEFENDERS

Team Dennis Conner — It's hard to think of Team DC as a 'Cinderella' campaign, but by all indications, his really is one of the low-bucks efforts this time around. And his announcement in October that he would not have a second boat had many prognosticators sharpening up their coffin nails. We say when you're master of the game, you only need one boat. Call it a hunch or call us crazy — we still think he's going to pull the Defender series out. The America's Cup is another matter.

America³ — Bill Koch's syndicate continues to be a high-quality, high-caliber effort. However, from a complete outsider's point of view, our sense is that they might have too much high-level talent — the clash of titanic egos has caused more than one potentially great sporting effort to implode in on itself. Definitely in A³'s favor for the trials are two entry slots and the loose substitution rules compared to the Challengers. Accordingly, look for lots of flip-flopping of crew and helmsmen (Koch and Buddy Melges) between three boats, his early Jayhawk (USA-9), new Defiant (USA-18) and a yet-to-be-named fourth boat.

Want to see a bit of history in the making? Want to give your honey or friends a day to remember? Why not fly down for the day and watch a few million dollars worth of boats and sailors have at each other? If you play it right, you could even be



The prize.

streets. Call them at (510) 536-5548 for more information.

For larger or overnight parties, consider the Baltimore Clipper replica Mystic Clipper. As mentioned in last month's Sightings, Phil McManis' 129-footer will eventually make San Francisco Bay her new homeport, but through May she'll be ferrying Cup watchers

LOUIS VUITTON CHALLENGER ELIMINATION SERIES

Although the challengers have met several times in loose-format competition in the past few months (España Cup in November, two pre-trial fleet races in December), on January 25 the real thing begins.

There are no substitutions allowed in the Challenger Trials, so the boat named and measured for each syndicate by that January 24 deadline is the one upon which their hopes will hang through the course of the trials and, with luck, the America's Cup itself.

Note that the following schedule assumes 9 or 10 boats; if only 7 or 8 boats compete, the schedule could move ahead to start February 1. Note also that ever since Louis Vuitton, a French luggage maker, started sponsoring the Challenger Elimination Trials in 1983, the winner of the Vuitton Cup has gone on to also win the America's Cup.

Round Robin 1 (January 10-23) — Each competitor meets each of his adversaries once, and each boat garners 1 point per win.

Round Robin 2 (February 2-16) — Same as before, but each boat gets 4 points per win. Round Robin 3 (March 1-15) — Same again, except 8 points per win.

Semi-Final Round (March 28-April 12)—The four top-scoring yachts in the round robin series advance to the semis. Racing starts anew with no points carried over. Each boat will race each other boat three times, with the best two advancing to the finals.

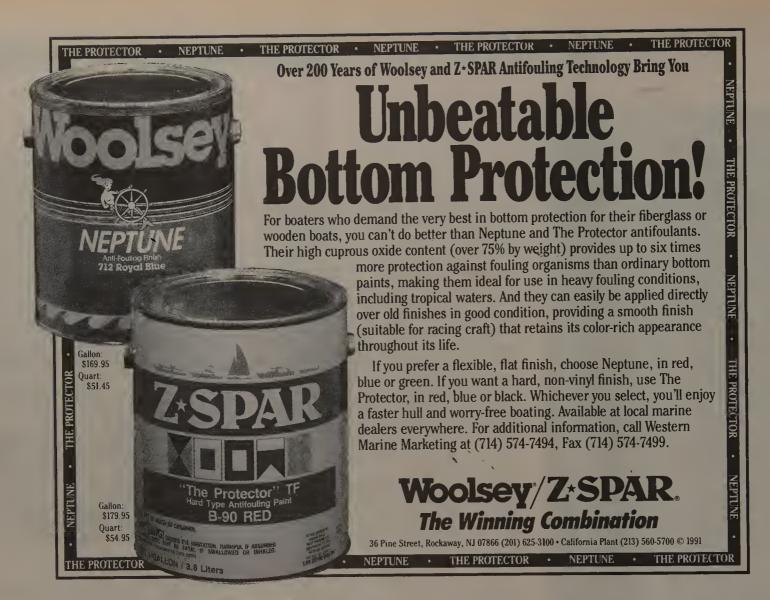
Final Round — April 21 until one boat wins four of seven possible races.

home in time for dinner. Well, a late dinner. If this sounds appealing, please consider supporting our advertisers in the adventure. Nelson's Marine, for example, will have the MacGregor 65 Zeus available for spectating off San Diego by the time this issue hits the

out to watch the machinations off San Diego. For more information, call (510) 522-3742.

For more generalized information about visitor services and accommodations, call America's Cup Services at (800) 92-CUP-92.

- latitude/jr





THE WEST'S
MOST EXOTIC
AND
EXCITING EXPO
ON
OUTDOOR
ACTIVITIES

GREAT
OUTDOORS
ADVENTURE
FAIR

DON'T MISS IT Feb. 28th & 29th March 1st

The Concourse Exhibition Center at Showplace Square 8th & Brannan St., San Francisco

Latitude 38 will be there to invite Bay Area fun seekers to join the world's greatest sport. Stop by!



DOES YOUR BOAT OR HOME HAVE A BAD ODOR?

The new PANDA ozone generator kills mildew, fungus and bacteria, and eliminates odors. Guaranteed! It does this without producing potentially irritating by-products and keeps the ozone concentration well within OSHA limits. Hard to believe? *Practical Sailor* tested one on a 33' boat that had sat untended for two years. "The interior was a slimy, malodorous nightmare..." After two hours using the PANDA, "the cabin odors had vanished. Two months later, the boat is still odor free. No mildew has reappeared."

If you want more information on this \$445 miracle machine, call Janet Lane in the Bay Area at (800) 869-1795, in the Northwest, call Gary Baillargeon at (206) 284-8290, or write to 505 W. Mercer Pl. #2, Seattle, WA 98119.

Be There When America Answers the Challenge

For accommodation and race view tickets, call:

1-800-92-CUP-92



Low Cost Air Travel Available



for this brochure Today



America's Cup '92

S'AN DIEGO, CALIFORNIA • JANUARY-MAY 1992

One America Plaza • 600 Broadway • San Diego, CA • 92101 (619) 685-1324 • FAX (619) 260-8499

America's Cup Services, the non-profit marketing agency of the America's Cup Organizing Committee

HOW TO KEEP YOUR FIRST MATE

It's that time of year when whales, birds, and cruisers migrate south. If you check the statistics, you'll find that winter is also the height of breeding season for many species. Being highly evolved, many sailors — the vast majority of whom are male — are looking to cruise south and, if they're lucky, do a little mating of their own. That, of course, requires a woman.

The luckiest skippers of all are those



You don't have to look like Mel Gibson and own a Swan 65 to attract and keep a good first mate. With average looks and a home-built 35-footer, Fritz Schreiner nonetheless found a great Kiwi woman to accompany him on his voyage to Europe.

which comprise half of a Happy Cruising Couple. The distinctive feature of a HCC is that the woman is an enthusiastic, competent and willing partner in the adventure, sharing her skipper's passion for cruising — and other intimate activities.

But few skippers are that fortunate. Some have wives or girlfriends who love them significantly more than they love the sea, and are thus reluctant, at best, to set sail across the big ocean on a small boat. And then there's a whole fleet of single skippers who attend various kick-off parties and place or respond to ads for crew in *Latitude* and other publications, hoping to snag female crew that might develop into a 'significant other' during the cruise.

do a lot of work on boats, everything from varnish to interior design. Being low-key, cruising skippers tend to forget that I'm around and will say just about anything. Invariably, the initial talk is all about boats, gear and previous voyages. But after a rum

or two, the conversation usually turns to first mates — or more often, the lack of them.

Those without first mates always want to know where the lucky skippers with them met theirs. The fortunate skippers rarely let on. My skipper met me when I was hitchhiking. During my cruising, however, I've met women who — in their previous lives — were nurses, computer whizzes, engineers, world travellers, executives, housewives, boatbuilders, grandmas, bakers and just about every other occupation you could imagine. In other words, potential first mates are everywhere.

While cruising women come from all walks of life, they are a unique sisterhood. Each has a 'how-I-ended-up-here' tale, spiced with generous evidence of a zest for life and a penchant for at least a little adventure. They are women who live with the choices they make and accept the risks they've taken.

If you're a lucky skipper, you're cruising or about to cast off with one of these gems who shares your cruising vision. But the sad truth is that, by nature, many more men than women lust after the cruising life. Several informal surveys have revealed that about 80% of women out cruising are there because they are supporting the dream of their husband or boyfriend. Only about 20% of the women would be out there if it weren't for the man in their life.

Given the unfortunate imbalance in supply of first mates as opposed to the demand for them, the odds favor — for once — the ladies. As such, single skippers looking for female crew need to put their best foot forward in order to find a woman who will want them, their boat — and to be part of their cruising dream.

Just as some women will resign themselves to polishing some biker's Harley for three hours every day, there are a few women who will put up with mean skippers, unsafe boats and little or no cruising comforts. But fellas, I'm here to tell you that

that your first mate will come from the pool of women who have little cruising or even sailing experience. Such women may have started out thinking 'mate' was a verb, 'first mate' happened at about 16 in the back seat of an old Chevy, and the ocean was for

A single skipper looking for female crew needs to put his best foot forward.

such women are as scarce as white-caps on San Diego Bay. And, it won't take them long to discover there are better opportunities available to them — be it on other boats or out of cruising entirely.

The truth is that if you're an average single skipper with an average boat, it's likely

walking along at sunset rather than sailing over.

ow serious are you about wanting a happy, enthusiastic, and competent first mate?

Perhaps the biggest problem of most single skippers — and this is especially true

BEGGING FOR MORE



Earlier this spring, the Wanderette sailed across the Atlantic aboard a lovely 75-footer. Saltwater showers were the rule, because the captain said the fresh water from the high-capacity watermaker could only be used to wash down the teak decks. The belowdecks shower stalls couldn't be used because they captain didn't want them to get dirty. After a crumb was spilled in the cockpit, the captain mandated that all meals thereafter be eaten in the main saloon. Despite earlier agreements and ongoing protestations, the Wanderette was given some of the men's galley duty "because they need the rest in case they might have to change sails." When the Wanderette insisted she, too, could change sails, the captain just laughed. Not surprisingly, the Wanderette jumped ship in the Azores, her first opportunity. She continued on to Gibraltar and Mallorca on a more egalitarian vessel.

The Wanderette enjoys playing with monkeys, such as the one in the photo on the Rock of Gibraltar, but she'll not crew for one. Few women will, at least for long.

The Wanderette, who has sailed across both the Atlantic and Pacific, had the following to say about the accompanying article: "Most male skippers would, for their own self-interest, do well to read it carefully. This is not to say women are without their faults. Teamwork is the magic concept!"

with guys who've been out cruising a few years — is the following hard-line attitude: 'I'm a sailor, this is my life, take it or leave it'.

But if women haven't been banging on your hull trying to get in, perhaps you should stop for a minute to objectively consider just what 'it' is that you're so proud to be offering. Given the right circumstances, many women will give up careers, homes and families to sail — without tan lines — off into the sunset with a good man. But what kind of backdrop have you created for this movie?

Take an honest look around your boat to see what might impress a potential first mate. Is there any place, for example, for her to sit, much less lie down? Some 'Captain Clutters' don't seem to understand that even the most adventuresome women don't really want to share a bed with damp sails, stinking boots and an extended family of cockroaches. In unusual circumstances women will endure

such conditions as cheerfully as men for a day or two, but none will on a permanent basis.

There are major differences between the sexes, one of which is the importance they put on clean heads. Is your's overflowing with spare engine parts, dirty sheets, and a two-year collection of pubic hairs? Is the handle broken off the head pump and a

Do you keep oily screwdrivers in with the forks and battered crescent wrenches with the knives? Has the EPA put your ice box at the top of the list of toxic waste dumps? And what's the story with all of last year's laundry crammed into the quarterberth?

Is there a letter from MGM open on the nav table, offering big bucks to rent your bilges for a remake of "The Creature from the Black Lagoon?" Does the main salon carpet squish — or even worse, crawl by itself?

If you look at all this and like it, or don't understand why a potential first mate wouldn't be thrilled at the sight, you may have a tough time ever finding a first mate. If you're real lucky, you might find a woman with a heart of gold — and years of experience in Disaster Relief. But more likely your first mate will turn out to be a parrot or a cat, as chances are nil any human would put up with such conditions for long.

r perhaps you're a Captain Compulsive, who offers an entirely different set of obstacles to a potential first mate. You've spent all your time and energy for the last 10 years getting your boat absolutely "perfect". You live and breathe your floating lady, but just can't figure out why you don't have a two-legged girl to call your own.

If so, the problem might be that your boat is so perfect that there's no room for a living. breathing hunk of flesh and blood woman and her stuff. A first mate isn't another piece of boat gear, she's a person who needs space on the boat to make her own. If there's no room for her, her style and some of her faults, you will probably have to resign yourself to a life of singlehanded sailing 'perfection'. Unless you order one of those anatomically correct inflatable Barbie dolls which, after all, stow more neatly than 120 pounds of real breathing female. A third option is to look in the personals ad under "Docile Women Looking For Mr. Perfect" and hope you get real lucky and beat out the millions of other guys looking for the same

The most successful boats-waiting-forwomen are fairly tidy, feel safe, and offer

A first mate isn't a piece of boat gear. She's a person who needs space of her own.

suspicious smelling bucket lying on the cabin sole?

The same goes for a clean galley. Are those last week's dishes festering in the sink?

room for a woman's touch — and maybe even the lady's most-prized cups and saucers. Such boats usually have seasoned captains who are relaxed because they're in their element and because they know they want to share 'it': namely, themselves, their

HOW TO KEEP YOUR FIRST MATE

life and their boat.

Viewed through the eyes of potential first mates, the most intriguing bachelor skippers take as much care of themselves as they do their boats. This does not mean you have to look like Mel Gibson or be built like Arnold Schwarzenegger. Taking care of one's self traditionally involves comb and toothbrush ownership, as well as visits to the dentist at least every other year.

First mates want it to be obvious that their skippers care about themselves — and that they don't have a double-standard. I always find the Latitude Cruising Crew Lists interesting because 90% of the skippers are looking for female crew, and half of these guys specify that the woman "should look good in a bikini". I can't help but wonder how long it's been since some of these fellas have taken a good look in the mirror. And how many of them would have rolls of fat spilling over the front of their Speedo.

don't want to sound too harsh, because I know that there are plenty of fine single guys out there that a lot of ladies would be delighted to have as their skipper. And I also know that some skippers don't have any problem attracting female crew. Last year in Mexico, for example, one Bay Area-based fella had not one, but five attractive women who crewed for him during different legs of his Mexico cruise. Last I heard, he was romancing a Wall Street junk bond investigator he'd met in Acapulco. She was going to quit her high-powered job to cruise with him this season.

The secret to his success? From my observation, it was that he displayed a genuine interest in — not just a lust for women. He enjoyed the company of women, wanted to know how they felt about things and respected their opinions. What a guy!

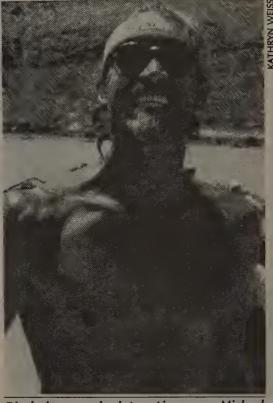
On the other hand, I knew another skipper who took on an inexperienced



If you're a top competitor for 'best beer belly', it's unrealistic to expect the 'Ms. Baja Bikini' to beg to be your first mate.

Dailing is supposed to be fun, so it's important to get started off right. A big tip: a warm woman is a warm woman, if you catch my drift. As such, if I were a Bay Area Bachelor Sailor (BABS), I'd always have a set of synchilla or capiliene onboard in a size to fit my dream woman, along with spare foulies, gloves and some comfortable earmuffs. You lucky guys in warmer climes just need sunscreen and a clean towel to offer your fair maiden.

Suppose you've found a prospective crewmember you seem to hit it off with. Now what? Since sailing probably hasn't been a big part of her life, are you willing to chip in for her lessons? When she's completed the courses, are you willing to patiently let her practice, practice? Will you take time to demonstrate and practice all the



Displaying a genuine interest in women, Michael Hoffert of 'Resolute' was never at a loss for female crew.

such, the worst thing you could do is not tell her how anything works, then take her out to the Potato Patch during a heavy ebb and a strong westerly. Macho you can cackle with glee as green water pours over the deck and she quivers in the corner certain she's about to die. Later on, macho you can cry in your beer when she firmly declines all further invitations by you — and everyone else — to ever set foot on a sailboat again.

There is a time and a place to prepare for heavy weather sailing. A first sail is not the right time. If you're lucky enough to get an interested and interesting lady on her first sail, treat her like an anxious virgin, not a rape victim.

Il novice sailors, men and women, need reassurance that everything will be okay and that their life is not in imminent danger. The way to demonstrate you're a good sailor is not to take her out in a gale, but to be able to deftly maneuver your boat to retrieve a hat that's blown overboard. To show her how easy it is - once you're familiar with the boat and gear — to tack, jibe, reef, anchor, sail off a mooring, etc.

Also reassure her that while it can get very rough and scary offshore, that's rarely the case, particularly when sailing south to Mexico, and particularly with the help of weather forecasts from buddy-boats. Dispel the misconception that most cruising time is

Guys are lucky to have a secret weapon: romance.

female crewmember and had less than good results. Relationships don't work out for a lot of reasons, but the fact he often bragged about the passages and other women he'd made couldn't have helped.

Nobody's perfect, of course, no woman or man. But you guys are lucky to have a secret weapon in your favor: romance. I can hear half the male readership snorting right now, but never underestimate its power. A little bit of romance will blind a woman to a whole lot of skipper's shortcomings.

emergency drills, from onboard fire to man

Many women are afraid of drowning. Could you rescue her if she fell overboard? Inquiring minds want to know. You should be afraid of drowning, too - if your first mate doesn't know how to handle your boat under power and sail.

It's only natural that a woman new to sailing and especially ocean sailing, will have some fears. Your job is to dispel those initial fears and demonstrate that sailing is fun. As

BEGGING FOR MORE



Don and Ruth Taylor of Alaska, weathered and seasoned, prove that Happy Cruising Couples are of all ages.

spent on the ocean by honestly telling her that 90% of 'cruising' is done in wonderful coves and anchorages, making friends with other adventurers.

Everyone has irrational fears. Explain that sharks rarely climb aboard and giant squids rarely pull boats under. Tell her that countless grandmothers have done circumnavigations. Better yet, have a women who has been cruising explain the joys—and miseries.

If all this sounds like you'd be investing a lot of time and energy in a potential crewmember, you're right. And while there is no certainty you're going to get big dividends, it's by far your best strategy. I can assure you that a confident and competent first mate is a lot more fun than one who is constantly terrified. A terrified first mate is more than likely to jump ship before the cruise is half over. A terrified first mate has little interest in playing 'footsie'. A terrified first mate is likely to make — by no fault of her own — her man's dream voyage a hell cruise.

After you've covered the basics of sailing and safety, give some consideration to making life onboard as comfortable as possible, both above and belowdecks. You may not mind the obstacle course topsides or brushing your teeth at the galley sink because you haven't fixed the foot pump in



Bob of 'Blackjack' doesn't have an ego problem. His wife Terry, pictured above, is listed as captain.

the head. But your crewmember won't necessarily be impressed by your 'resourcefulness'.

Give her an oversize winch handle to grind with. As one cruisette vamped in appreciation to her captain, "Honey, you just don't know what an extra two inches means to a girl". Joking aside, the extra leverage really does make a big difference.

Some other tips:

Have at least a manual anchor windlass. That two extra inches you gave her doesn't mean diddly if she not only has to sail the boat alone but nurse you because you threw out your back re-anchoring for the umpteenth time.

Don't pee over off the side of the boat while sailing. She's heard all the statistics—factual or not—about the percentage of drowned men found with their zippers down. And don't pee overboard in port; you'll not only pollute the water, but unless your first

about how to sail the boat, so don't keep her in the dark about how it works. Even the least mechanically inclined cruisette should know where all the thru-hulls are, how to check the batteries, how to fix a broken hose, how to clean the water strainers, bleed the diesel — and know where the tools and spare parts are kept.

Women are often skilled computer operators, and may understand or operate your electronics as well or better than you. If you show her where the manuals are kept, she'll show you her interest level. First mates are the navigators on more than a few cruising boats.

Reach out and touch someone in a big way by getting a Ham radio and license. You may have burned all your bridges, but most women like to keep up with friends back home. A Ham radio is the ticket.

Women are vain, and thus like to see and be seen. So get the biggest radar you can afford and she'll be confident, not terrified, when the fog gets low and thick off Cedros. Remember, a confident woman is more fun and affectionate to cruise with.

Do you have a well-equipped galley? Unless you plan on doing all the cooking, you'd better. And what about your culinary skills; if they peak at peanut butter tacos, you're not trying hard enough.

Women, even while cruising, buy perfumes and fragrant lotions because they enjoy smelling nice. So a caring captain keeps the bilges and engine room clean and fresh smelling, so as not to overpower her expensive fragrances. You can convince a novice that "all boats stink", but sooner or later she's going to discover the truth.

Above all, be patient. Some women are extremely competent sailors, while others are content with less responsibility. Successful sailing relationships — even more than on shore — require compromise.

Get real. If you a have a good boat, money, the dream and a good woman,

A confident and competent first mate is more fun than one who is terrified.

mate is Madonna, you'll embarrass her.

Know your boat's systems. Shit happens. Captain Bligh survived his crew's mutiny because he knew his stuff. Do you have the necessary spare parts and service manuals? There are women mechanics, but the truth of the matter is that most women will think you are Captain Wonderful if you know how to fix the basics.

You didn't keep your mate in the dark

you're probably reading this from some nice tropical anchorage. But perhaps you have the boat and the dream, but a mate who isn't very enthusiastic. And you not only want her to share your passion for cruising, but the associated expenses as well. Then what?

For many cruising neophytes, the first goal is to buy the superboat, work real hard for a zillion years to pay for it, then sell everything, cut the dock lines and all other

HOW TO KEEP YOUR FIRST MATE

ties, and sail off into the sunset 'forever'.

But what about reality. You hear horror stories of couples who worked for 30 years, finally retired to sail their Outrageous 63, and (1) someone got sick, or (2) they didn't know or like each other anymore, or worse, (3) one of the two hated cruising.

The idea of long-term work and sacrifice, as well as major costs and commitment, is a long pole and a small fish for many. Thirty to 36 feet is an adequate sized boat for Mexico, so consider a "bait" cruise in the next couple of years. Go now! because you can always trade up to a bigger boat later if you find that it's necessary. But if you treat your lady right, downscale some of your more grandiose plans and wish lists, you can soon be cruising — and discovering if it really is for you.

ust because she's agreed to go cruising with you doesn't mean you can slack off. Budget for some things she wants — and I'm not just talking about boat gear and cheap beer. Besides savings accounts and dry beds, women like dry dinghies, laundry service, exploring, shopping and culture. Women also like occasional meals in town, and after particularly long or hard passages, hotels with flush toilets and hot showers are a pleasant change.

Just say 'yes' to night watches. Never admit you simply head out, set the self-steering, and go to bed. Even an adventurous cruisette rarely considers this rational behavior along heavily trafficked coastlines.

When possible, take a longer watch during her 'low time' of the day. Then try not to grumble when she wakes you for the umpteenth time during your off-watch, this time to ask if she should wake you when there's a spaceship hovering nearby.

If bureaucracies, red tape, a foreign language, and manana attitudes flip you out — and if your ego can handle it — see if she



One of Neptune's nubiles. They're out there and looking to crew, but they've got plenty of skippers and boats to choose from.

wants to deal with checking in and out. List her as captain. It's true, Latin officials are generally extremely gracious to women.

Meals on passages vary from ultragourmet to "What is this?" If she made the effort, you can find something nice to say.

Give her time to be a sailor, not just a galley slave. Help with the cooking, dishes, laundry, and wiping down the head. (By the way, real men do pee sitting down.)

Have adequate electrical power for refrigeration. If you don't enjoy hauling ice and don't want to install refrigeration, don't enjoy

A watermaker is a great idea. If you complain about hauling water, chances are at that precise moment she'll be doing three loads of hand laundry using two gallons of freshwater, lusting at the thought of a bubble bath. Make no mistake, all women love the option of being able to take a hot, fresh

water shower every night.

Unless you want to be a water taxi, or her to feel trapped, teach her to use the dinghy and outboard. This includes how to make surf landings and launchings alone.

During the holiday season, even the most enthusiastic woman sailor may really miss her family, especially grand-kids. She may get pretty low and teary. How sensitive can you be right now?

Don't complain about the weight of her sea shell collection. Think of it as poorly positioned ballast. It's romantic when you bring additions. Speaking of romance, how is your personal hygiene coming? Remember, a boat is 'small' in the best of conditions.

Don't always talk about boats and systems. Tell her how much you appreciate her. How great she looks in that bikini. Or out of it!

The bottom line is this: I'm telling all you skippers looking to find and keep first mates to consider someone else from time to time: your first mate!

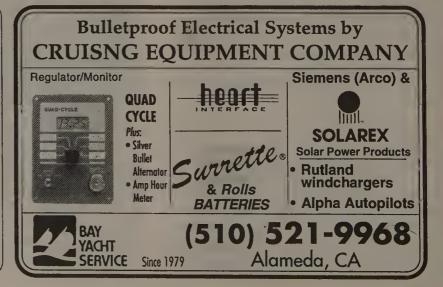
Many of you fellas often aren't used to having a woman around when crises occur. How do you react? If you yell when things become rough or tense, she'll know you don't have an oversized handle on the situation. You want a good first mate? Then be a good captain.

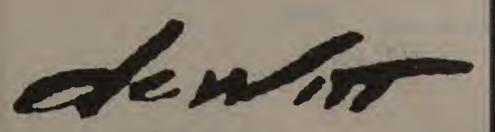
Is it worth all the effort necessary to find and keep a first mate? If you look around the anchorage at the boats with HCCs aboard, you'll find a lot of women who have learned they wouldn't be anywhere else, with anyone else, doing anything else. That's because the first mates think their skipper is Captain Courteous, Captain Calm and Captain Competent — all rolled up in one.

So before you moan about not having a first mate, take a minute to honestly evaluate how you stack up as a skipper.

— kathryn weiss







COMMISSION A DE WITT PAINTING

Especially of you, your boat, your favorite people and places.

Call Jim DeWitt's Art Studio at: (510) 235-0912

1230 Brickyard Cove Road, Point Richmond, CA 94801





SOCIETY OF ACCREDITED MARINE SURVEYORS

National Headquarters (800) 344-9077

Accredited Marine Surveyors Serving Northern California:

Campbell's Marine Survey, AMS (707) 542-8812

Richard T. Christopher, AMS (415) 368-8711

Stuart Clark, AMS (707) 538-1217

Jack Mackinnon, AMS (510) 276-4351

Sherburne & Associates, S.A. (800) 882-7124

R.J. Whitfield & Assoc., AMS (800) 344-1838

GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

PATHFINDER • YANMAR • VOLVO WESTERBEKE **DIESEL & GAS ENGINES**

351 EMBARCADERO OAKLAND, CA 94606

(510) 465-1093

Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets? We customize any material, Percale Blends, 100% cotton, flannel, in solid colors, patterns (stripes, flowers); you specify your choice to fit your bunk exclusively, with elastic. All Blankets, Quilts, and Pillow Shams are tailored to fit your bunks also. Write or phone for a free brochure and price

list.







P.O. Box 134 Poquonock, CT 06064 (203) 688-0468

MATES

Certificates Available





COMPLETE CUSTOM **MARINE FABRICS**

Interior & Exterior Products and Service

One block from Alameda Marina across from Gate 4.

1912 STANFORD STREET ALAMEDA, CA 94501

NAN GRAY

(510) 523-9432

AAX EBB:

Oomething was going on at the yacht club, judging by all the cars in the parking lot. "Probably another rental," I thought to myself until I recognized some of the cars.

The bar was empty. I could smell popcorn, though, and hear noise coming from the dining room where the big-screen TV was on. Had I stumbled into another football

The dining room was about half full of sports fans, the usual crowd of liveaboards, and other club regulars who are likely to be found there on a flat calm and overcast winter afternoon. I waved hello to a couple of them. But then I noticed that the sound from the TV wasn't the familiar banter between John Madden and Pat Summerall. And there was no crowd noise in the background. Though still familiar, these voices weren't from football. It was Gary Jobson and Jim Kelly, with Gary explaining to Jim how to get a good start in a match race. The picture cut to a blimp shot of two America's Cup boats approaching each other from opposite ends of the starting line.

"Down in front!" yelled another familiar voice, this one belonging to Lee Helm. She had evidently brought an entourage of her pals from the Naval Architecture department at the university. I jumped out of their line of sight, and found an empty chair in the third row back. (The fact that neither Lee nor any of her friends are yacht club members didn't seem to be at all relevant here.)

"How much time to the start?" I asked.

"Prep signal any second now!" said one of Lee's friends through a mouthful of popcorn.

We saw the smoke from the cannon on the committee boat, and at least five people in the room hit the buttons on their countdown watches. On screen, the Cup boats closed towards each other.

I knew enough not to ask which boats were racing today. That would only give away my complete ignorance of their schedule. It would be like walking into a room full of football fans watching a game and saying, "Who's playing?"

he two yachts both dipped to leeward as they approached, then came up to a hotter course for more speed as they made their first crossing. The one crossing to leeward came up to begin a tack.

But the windward boat spun into a jibe, completing the maneuver in what looked like about one boatlength.

"Whoa!" shouted half the spectators in the

"These sure ain't no 12-Meters!" remarked one of the liveaboards. "These puppies can turn!"

"I bet there's a front rudder on that boat," I said.

DAVED FORMAN DBA

The first boat aborted its tack, falling sharply back onto its original course. The



The temperate, tame, milktoast Toro.

scene cut to an on-board shot, and we saw and heard the crew handling the wire sheets.

"Wish they'd let us watch the whole starting sequence from above," complained Lee. "I mean, the close-ups are fine, but we lose track of the tactics. What's the other boat doing now?"

As if on cue, the scene cut to a deck shot on the other Cup challenger.

"They're winding it up to close-hauled," said one of Lee's friends. "But are they leeward or clear ahead?"

The question was answered when we saw the other boat flash by in the background, looking disproportionately small and distant through the wide-angle lens of the deck camera. Then the scene flipped back to the blimp shot, and we could deduce from the wakes how the maneuvering had progressed. One of the yachts had succeeded in getting on the other's tail, and they were both heading for the spectator fleet.

"This should be awesome," noted Lee.

But then the camera cut back to Gary and Jim on their press boat, then to another on-board shot, and by the time we had an aerial view again they had both tacked once and were going the other way.

"They still don't get it," moaned one of Lee's friends. "The whole point of being a spectator at a sporting event is to see enough

of what's going on so that you can secondguess the competitors. Every time they cut away like that we can't tell the relative positions of the two boats, and it's just a pretty picture. Worthless coverage, in my humble opinion."

"Used to be much worse," said my liveaboard friend. "Remember in '87, when they cut to a commercial with two minutes left to

the start?"

"That was brain-dead, for sure," said Lee.

"You can understand how it happened, though. Jobson said 'two minutes to the start,' so some clueless producer figured nothing would happen until then so why not slip in two commercials. They know enough not to do that again, but they still don't understand what knowledgeable sailors want to see on the screen."

"It's obviously not a show for knowledgeable sailors," complained Lee's friend. "Wish we could see the Australian coverage."

he two boats never really engaged each other closely after the first brush, and they started on opposite ends of the line. And after 10 minutes and two tacks, the group had settled into the usual rhythm that characterizes watching live coverage of a yacht race. That is, hardly anyone was paying attention, except for the particularly creative commercials that we were seeing for the first time. The producers of the show did their best, jumping from boat to boat and from blimp to helicopter, and even spliced in some short bites of interviews with the skippers done the day before. Gary Jobson did his model-boats-in-the-hot-tub act to demonstrate the theory and practice of upwind sailing to the uninitiated.

But sailing is still sailing, and in 8 knots of wind off Pt. Loma, there just isn't anything that's going to be terribly exciting no matter how it's packaged.

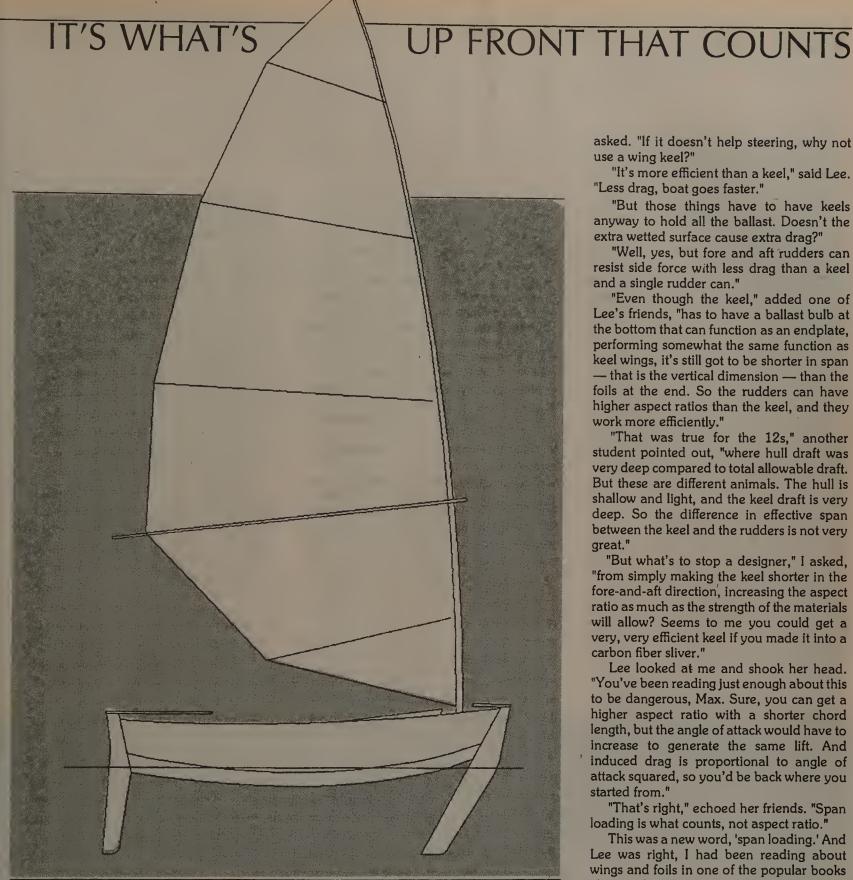
To liven things up, one of the film clips they mixed in was a shot of the eliminations from the Worlds last May, with some heavy air footage — to tease us with what it could look like if the wind cooperated.

"See that spot just aft of the bow wave along the waterline?," said one of Lee's colleagues. "It only shows up when they heel over a lot — there it is again!"

"Gotta be a blade under there," agreed another naval architecture student.

"Aha!" I said. "A front rudder! I knew they had to have one to turn that fast."

"They have a front rudder for sure." said Lee, "but like, it doesn't have much to do with how fast they can turn."



"They probably don't even steer with it at all," said one of Lee's friends. "From what I've been able to find out about that boat, all they can do with the front rudder is adjust it a few degrees to either side. It would be more accurately called a 'fixed jibing centerboard,' because it's a foil that doesn't retract, doesn't have ballast, but can be adjusted for

angle of attack."

'Chinese sailing vessels have had forward centerboards for thousands of years," said another naval architect. "We really should dig up the Chinese name and use that."

A club member came by with another big bowl of popcorn, and Lee and all her friends helped themselves.

The torrid, tempestuous, turbo trans-am, testosterone, take-no-prisoners, TERMINATOR Toro. Hasta la vista, baby!

"Uh, by the way, Lee, whose guest are you today?"

"Yours," she said. "Don't worry, we're all properly signed in and wearing our name tags. Why do you ask?"

I elected not to point out that she had no way of knowing if I'd even be here today, let alone agree to have her bring in a half the department to watch the Cup races on the club's big screen. I had an idea, though, how I could make Lee and her friends earn their popcorn.

'So what does the front rudder do?" I

asked. "If it doesn't help steering, why not use a wing keel?"

"It's more efficient than a keel," said Lee. "Less drag, boat goes faster."

"But those things have to have keels anyway to hold all the ballast. Doesn't the extra wetted surface cause extra drag?"

"Well, yes, but fore and aft rudders can resist side force with less drag than a keel and a single rudder can."

"Even though the keel," added one of Lee's friends, "has to have a ballast bulb at the bottom that can function as an endplate, performing somewhat the same function as keel wings, it's still got to be shorter in span — that is the vertical dimension — than the foils at the end. So the rudders can have higher aspect ratios than the keel, and they work more efficiently."

"That was true for the 12s," another student pointed out, "where hull draft was very deep compared to total allowable draft. But these are different animals. The hull is shallow and light, and the keel draft is very deep. So the difference in effective span between the keel and the rudders is not very great."

"But what's to stop a designer," I asked, "from simply making the keel shorter in the fore-and-aft direction, increasing the aspect ratio as much as the strength of the materials will allow? Seems to me you could get a very, very efficient keel if you made it into a carbon fiber sliver."

Lee looked at me and shook her head. "You've been reading just enough about this to be dangerous, Max. Sure, you can get a higher aspect ratio with a shorter chord length, but the angle of attack would have to increase to generate the same lift. And induced drag is proportional to angle of attack squared, so you'd be back where you started from."

"That's right," echoed her friends. "Span loading is what counts, not aspect ratio."

This was a new word, 'span loading.' And Lee was right, I had been reading about wings and foils in one of the popular books about sailing theory.

"I think I understand what induced drag is," I said, "but why should it be proportional to angle of attack squared? Seems to me that a higher aspect ratio should give less induced drag at any angle."

Leanwhile, up on the TV screen, the two Cup boats were converging for the first time since splitting tacks shortly after the start. One was about three lengths ahead of the other. The lead boat tacked to cover but the other boat tacked away, back to the other side of the course. Not much to see until they got to the windward mark.

"Okay Max, here's what's going on."

MAX EBB:

While we were distracted by the "action," Lee had taken a pad of graph paper out of her backpack and had prepared a diagram of a wing section.

"This is what would happen if the keel was infinitely deep, and the water had no frictional resistance. All we're assuming is the condition that the water not flow around a sharp corner, so the flow has to leave at the trailing edge. The water has to turn down (actually turn to leeward for a vertical keel), and the result is that momentum causes the water to push towards the outside of the turn."

"That's all pretty intuitive so far," I said.

"Good, I'm trying to keep it very simple," she said with more than a hint of condescension in her voice.

"Now, because the water is pushing against the surface of the foil on the low side, and away from the surface of the foil on the high side, the pressure goes up on the low side and down on the high side. Still intuitive, right?"

"Just like an airplane wing," I said.

"The interesting thing," she continued, "is what happens when water flows toward the foil. The regions of high and low pressure don't just start and stop suddenly, they effect a large area. So as the water flows towards the foil, does it go straight or turn?"

"It turns, of course." (I knew this had to be the answer from the way the question was phrased).

"Which way?"

"Let's see. Towards the low pressure?"

"Good!" she said. "You had trouble with this last time we went through it."

ing edge of a lifting surface. I guessed that the water turns downward.

"Berrrrrrrp! Wrong!" said Lee's friend.
"The water starts out flowing downward, because it's been deflected down by the foil. But then the pressure fields pull the water upward, just like they do in front of the foil. So the flow field looks like this." She drew in the lines behind the foil, and it did look just like the picture in my book. I hadn't thought about it, but even in the downwash zone, the lines were curving up, not down.

"The neat thing about this," she explained, "is that if you neglect friction, there's no drag. So I can draw the lift force as an arrow going straight up."

"We still don't have any induced drag," I pointed out.

"That's coming right up. Suppose we're looking at a spot near the end of the keel or wing, where lots of water can spill around the tip from the high pressure side to the low pressure side. Then the low pressure area won't be as low, and the high pressure won't be as high. The oncoming flow doesn't get deflected up as much, and neither does the outgoing flow. The streamlines look like this..."

She drew in the modified flow lines, and then asked me how the lift arrow would look.

"There's still no friction and no drag, right? So the lift has to be straight up."

"Berrrrrrrp! Wrong again!" said Lee's friend, unable to contain himself. "There's

effects of the water spilling around the end of the foil. The whole pattern is tipped back, so the lift vector is also tipped back, and the component of this vector that goes backwards is induced drag. That force times the speed equals the energy lost to the vorticity around the tip."

"Okay, this makes sense to me. Higher aspect ratios have less area disturbed by the tip vortex, so they're more efficient. They come closer to that infinite span ideal situation. But I still don't see why it should be proportional to angle of attack squared."

"Well, what happens if you increase the angle of attack?"

"Two things," said the other naval architect. "First of all"

"Hey, let Max answer this!"

"Sorry."

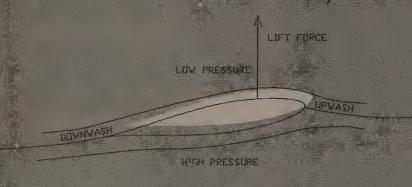
I tried to come up with a rational response, already having the clue that two things would change. I imagined the foil tipped back a few more degrees to make a larger angle to the flow.

"If the angle of attack increases. . ," I said, stalling for time.

here's the mark!" shouted some of the Cup fans.

Saved by the windward mark! It had just entered the field of view of the blimp shot. and we turned our attention back to the TV as the two America's Cup boats closed on

NOW PAY ATTENTIO



On a foil of infinite span in a frictionless fluid, the flow in front of the foil is pulled upward toward the low pressure. This is called upwash'. The flow leaving the foil — or 'downwash' — is also pulled upward. The result is upwash and downwash angles that are equal. Since there is no friction, the force on the foil has to be straight up for the momentum to be conserved.

Fluid spilling around near the tip of the foil reduces the difference between the high and low pressure areas. The flow does not bend as much, resulting in a decreased upwash angle and increased downwash angle. The 'lift' force acts in a direction that is at right angles to the average between the two. This force is now tipped backwards, with the aft component of the force becoming what is called induced drag.

She sketched in some flow lines showing the water turning up as it met the foil. It was similar to pictures I had seen in my book.

"What about the water leaving the foil at the trailing edge?" I asked, remembering something about "downwash" from the trailenergy lost in the tip vortex, from the water spilling around the tip and leaving the foil as a 'tube' of rotating water. So there is drag!"

"I don't know if that made sense to you, Max," said Lee, "but just look at the streamlines before and after considering the the mark and then set huge asymmetrical spinnakers as they rounded. The lead had widened to about four boatlengths.

"There's a spinoff that we might see on the Bay someday soon," remarked one of the yacht club members.

IT'S WHAT'S UP FRONT THAT COUNTS

"I've had a gennaker for years!" said another sailor. "What's so new about those?"

"But those old 'cruising spinnakers' were a joke. Hard to fly, very limited range, and not really big enough. Now that there's a mainstream racing application for asymmetrical spinnakers, the sailmakers are figuring out how to do them right. I think the long bowsprit is an important part of it, too."

"'Cept they're still illegal," pointed out the liveaboard, "which is an even bigger joke."

"You're right about that. Here we have gennakers being used on entry-level cruiserracers and in the America's Cup, but the local racing rules still say they're illegal!"

The boats on the screen, despite the huge downwind sails, still looked like they were going very slow from the aerial views. But down on deck, when we could see the water rushing by in the background, and when we realized that the wind speed was still only eight knots, we began to appreciate what those machines could do.

"Back to induced drag," said Lee, pushing her pad of graph paper back in front of my face. "When the angle of attack increases, first of all the total lift increases. Lift is roughly proportional to angle of attack, at least up until you approach the stall point, so the size of this lift vector increases about in proportion to the angle of attack. But the

"And the result of these two linear changes — longer vector, greater angle backwards — is that the backwards component of the vector, which is the induced drag, is a quadratic change. So induced drag is proportional to angle of attack squared."

I stared at the diagram for a few minutes.

"Let me think this through," I said. "Say we double the angle of attack, so the lift force doubles. But the lift force is also tipped back twice as far. So there's twice as much induced drag for each unit of lift. And twice as much lift, so four times as much induced drag. Okay, I'll accept that induced drag is proportional to angle of attack squared."

"Finally," said Lee.

"So what does this prove?" asked one of my friends from the yacht club who was listening in on this dialogue.

"It proves that it's not really aspect ratio that determines the efficiency of a foil, but the span loading. That is, the amount of lift and the lift distribution for a given span. I mean, haven't you wondered why a boat with a long, traditional full keel can point almost as high as a boat with a modern high-aspect fin?"

"Not really," said the club member. "The modern fin points higher."

"But only by a little bit! The pointing angle is equal to the sum of the drag angles of the rig and the hull."

"Drag angle?"

of lift as the fin, and it has the same span, more or less, to do it in. So the full keel is really just as efficient as the fin, at least in terms of induced drag."

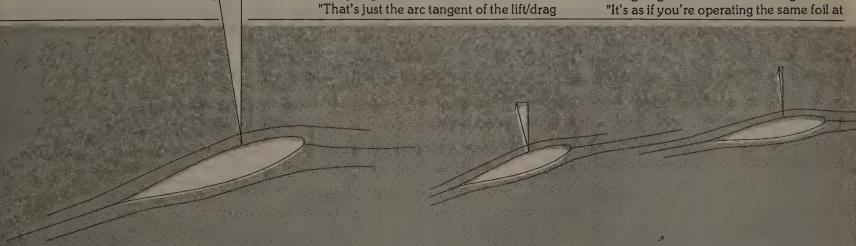
"The big penalty is surface area," said Lee. "So full keels really are a disaster in light air."

This made sense to me. I had observed long ago that properly balanced traditional full keel designs — day racers like IODs and Knarrs — were about equal to the modern fin-keelers of similar displacement and rig. At least they point about the same in heavy air. And my understanding of the theory up until now was that this shouldn't be the case.

"So the front rudders are just to reduce wetted surface?" I asked Lee and her friends. "Seems to me they add surface, what with the keel needed to hold the ballast anyway. And if, like you said before, the available span under the boat isn't much different from under the bow and stern, what's the big advantage of putting a foil up under the bow?"

"I was waiting for that," said Lee, happily going to work again with her mechanical pencil on the pad of graph paper.

"Look at the flow field. Suppose we have two foils, one right behind the other. Let's use the diagram of the streamlines near the tip, which exaggerate the induced drag effect. If you put another foil in back, it's operating in flow that is already tipped back— it's in downwash. So the lift force is inclined even more in the aft direction, and if you generate the same amount of lift there's going to be much more drag."



If the angle of attack doubles, the magnitude of the lift force and the angle through which it is tipped back will both approximately double. Induced drag, however, increases by a factor of four, illustrating that induced drag is proportional to angle of attack squared.

When two foils are in tandem, the one on the back operates in the downwash of the one in front. If the span is finite, the one in back will generate much more drag. If the foils are separated by enough distance, though, then the efficiency of the foil in back begins to improve.

angle of the vector also changes, tipping back more in proportion to the angle of the foil."

"That's also sort of intuitive," I allowed.

"It's because the strength of the tip vortex is also increasing," added Lee's friend.

ratio, Max."

I didn't stop her to clarify this one.

"If the long, full keel had to operate at the same angle of attack as the fin keel, it would be a disaster." added Lee's colleague. "But it only has to generate about the same amount

twice the angle of attack," said Lee's friend.

"Or as if the foil suddenly has half the aspect ratio," said another one.

"Just like the mizzen on a ketch," said one of the liveaboards. Always have to trim it way in, and it hardly does any good even

MAX EBB

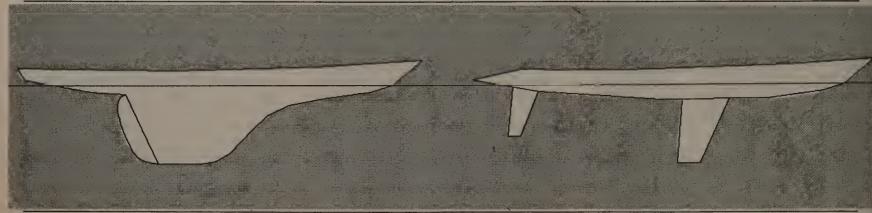
then."

"But like, if you move the two foils far apart," continued Lee, "the flow returns to more like the undisturbed far-field flow."

"So the whole point of the front rudder exercise," I speculated, "is just to get the two

ting smaller and smaller?" said one of the students. "That's been the trend since the Cal 40."

the hardest part to build, the most likely to leak, and makes the boat a lot less comfortable to sail."



lifting surfaces as far apart as possible so they don't interfere with each other as much."

"Exactly."

ust one thing bothered me, though. Lee wasn't really playing fair.

"If the foil in back is made less efficient because of downwash from the foil in front," I asked, "shouldn't the foil in front become more efficient because of the upwash from the foil in back?"

"Ooohhhh, good question!"

Lee and her friends all looked at each other with expressions of feigned amazement. I was wondering if this was worth enduring this kind of abuse at their hands.

"The upwash and downwash are only equal if the foil has infinite span and infinite aspect ratio," Lee explained. "In that case, tandem foils do work just as well as one, neglecting friction of course. But we're talking finite span here. There's much more downwash than upwash."

"What about weather helm?" asked another yacht club member. By now we had a considerable crowd gathered around Lee's sketches, and no one was watching the TV. "Seems that with a front rudder, you have way too much weather helm."

"Weather helm is really a concept that became obsolete with the fin keel and separate rudder," asserted Lee. "The popular books still describe the keel as generating the side force and the rudder as doing the steering, but like, that's not it at all. Both foils contribute to generating lift, or side force, and if the two foils are widely separated, the boat has a very wide tolerance for yaw moments in either direction. Just a slight re-distribution of the side force between the two foils."

"Notice how rudders have been getting bigger and bigger and keels have been getIf these two keels generate the same amount of side force, they will also generate the same amount of induced drag, even though one has a much higher aspect ratio. The advantage of the fin keel comes from the reduced wetted surface — less surface drag — and the fact that a large portion of the side force can be generated by the rudder instead of the keel.

I asked him if we could expect to see cruising boats with front rudders, or any other practical application of this feature.

"I doubt that it will ever be practical or even desirable on the typical ballasted sailboat, because you still need to have ballast down low, and that gets expensive if the structure that supports it has to be as thin as possible. Much easier if the ballast keel is also the lifting surface so it can be a little fatter. And the front rudder must be an awful maintenance headache."

"But it might be easier to get the kelp off a front rudder than a fin keel," suggested the liveaboard.

While the sailors were debating this last point, Lee got up and motioned me over to the door. I followed.

"I want to show you a secret project," she whispered. "Follow me."

I followed her out of the club and over to the dry storage area next to the yacht club parking lot.

"I have to concur," said Lee, "that front rudders aren't likely to ever become popular on ballasted boats. The big spin-off will be more versatile designs for small craft. Just imagine, for example, an El Toro with no centerboard trunk in the middle."

"You mean a Sabot?" I said.

"No, leeboards have problems of their own — but like, they do have the advantage of interfering less with the hydrodynamics of the rudder. Point is, the centerboard case is She walked over to a rack which held a number of El Toros and assorted other small craft, and pulled the cover off part of one old El Toro. I didn't see anything unusual at first.

"Guess what these are for," she said as she pointed to two gudgeons that had been bolted to the bow transom.

"Rudder fittings? No, way, you're not going to . . . "

"It's a perfect boat for a bow rudder, Max. I mean, look at this nice transom to hang it on. And like, there's going to be a new stern rudder also."

"How are you going to control it?"

"No active control. Just wired in place with enough slack to rotate a few degrees to windward. Wait till you see the new rig that goes with it!"

"A rigid wing sail?" I was ready to believe anything.

"Next best thing, Sailboard rig with camber inducers."

"When do we get to see this thing sail?"

Lee pulled the tarp back over her project, and repeated that it was top secret. I'd be sure to get a tip so I could witness the first trial, though. Was she serious, or just making fun of the security surrounding the designs of the America's Cup boats?

We were back in the dining room in time to catch the first jibe and the next bowl of popcorn. The deck camera scenes were interesting, the shots of the spectator fleet were impressive. But we were still watching a sailboat race. Gary and Jim tried to sound excited as they reported that the wind was now up to nine knots, and might hit twelve before the end of the race.

America's Cup racing can be an exciting spectator sport: But the most exciting part has nothing to do with what you see on the TV screen.

- max ebb

Emery Cove Marina LONGITUDE 122º 18' 30'W The Perfect Location!

LATITUDE 37º 50' 20'N

- Convenient to San Francisco and the East Bay
- 30 to 60' double-fingered berths
- On-site security and card key system
- Showers, toilets, washers & dryers
- Water, telephone and 30 or 50 amp electricity each berth
- Dock boxes
- Pump-out stations
- Rate: \$4.75/ft. downwind, \$5.25/ft. upwind
- No liveaboards



For more information on the Bay's finest Marina call (510) 428-0505. Or write for more information: 3300 Powell Street, Emeryville, CA 94608.

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors: Landfall Marine, Sausalito Mariner Boat Works, Alameda Neville Marine Electric, Alameda Stone Boat Yard, Alameda Svendsen's Chanderly, Alameda Proper-Tighe Marine, Alameda Star Marine, Alameda Golden State Diesel Marine, Oakland Boater's Friend, Berkeley Scandinavian Marine, Berkeley Bay Yacht Service, Alameda Altamarine Electronics, Alameda

AMERICAN BATTERY Hayward, CA (510) 881-5122



(415) 342-5625





Lappy New Yearl And welcome back to the third and final installment of our salute to the '91 season champions. This month we're featuring winners from OYRA (ocean racing), WBRA (woodies) and SBRA (small boats). Congratulations to everyone, especially those folks listed below who didn't

get profiled (maybe next yearl).

Speaking of New Years, one of our resolutions is to stop procrastinating at work. This feature could have been done weeks ago, but instead it was literally the last part of the magazine to be finished. Meanwhile, our salesmen miraculously sold a whole bunch of ads at the last minute, and then had the nerve to take a whole page from us - shortening this article from five to four pages. The swine! Alas, our lengthy and frankly brilliant analysis of OYRA, WBRA and SBRA ended up on the floor. We spent hours and hours on it and. . . Okay, one of our other resolutions is to stop lying.

Seriously, anyone wanting the lowdown on these organizations should call the following contacts: OYRA (Don Lessley, 415-765-3580), WBRA (Tom Allen, 415-474-7474), SBRA (Michele Logan, 510-526-1728). And, seriously, we've really enjoyed meeting all

Richard Leute's SC 50 'Acey Deucy' - seen above in last year's Lightship Race - won IMSO-I for the second year in a row.

these winners over the last three months. We hope you did, too.

- latitude/rkm

OYRA

MORA-I (lite) - 1) Friday, Express 27, John Liebenberg, RYC; 2) Desperado, Express 27, Mike Bruzzone, NoYC; 3) Wildcat, Olson 30, Jim Plumley/Al Sebastiani, SYC. (13 boats)

PHRO-I (lite) — 1) Acey Deucy, SC SO, Richard Leute, OYC; 2) Blitz, Express 37, George Neill, RYC; 3) Spindrift V, Express 37, Larry Wright, RYC. (12

IMSO-I - 1) Jackrabbit, Islander 40, Dave Liggett, LGYC; 2) Leading Lady, Peterson 40, Bob Klein, RYC; 3) Spellbound, Olson 40, Lou Fox, RYC.

SSS-Multihull - 1) Aotea, Antrim 40, Peter Hogg, CYC. (1 boat)

WBRA

BIRD --- 1) Kookaburra, Jim Van Dyke, StkSC; 2) Skylark, John Carapiet, SYC; 3) Kittiwake, Robert Fenner, SYC. (7 entered; 5 qualified)

KNARR - 1) Lykken, Bob Fisher, SFYC; 2) Huldra, Kjell Skaar, StFYC; 3) Wintersmoon, Bryan Kemnitzer/Hisham Sinawi, SFYC. (27 entered; 19

FOLKBOAT --- 1) Galante, Otto Schreier, GGYC; 2) Thea, Tom Reed, IYC; 3) Windy, Bill DuMoulin, CSC. (14 entered; 9 qualified)

EL TORO, SR. - 1) Denis Silva, RYC; 2) Ron Locke, WSC; 3) Chris Gasparich, RYC; 4) Fred Paston, RYC. (33 boats)

EL TORO, JR. - 1) Ken Crawford, RYC; 2) Paul Saita, RYC; 3) Jeff Loomis, RYC. (9 boats)

THISTLE - 1) Ron Smith, SJSC; 2) Kristofer Vogelsong, FSC; 3) Tom Burden, FSC. (12 boats)

SNIPE - 1) Packy Davis, StFYC; 2) Standish O'Grady, BHYC; 3) Edwin Nichols, RYC. (14 boats)

LASER - 1) Simon Bell, FLYC; 2) Jonathon Howell, RYC; 3) Paul Dietrich, FLYC. (3S boats)

FJ - 1) Stephen Klotz, FSC; 2) Paul Rothaus, FSC; 3) Pete Blasberg, FSC. (16 boats)

50S - 1) Bruce Tilley, FSC; 2) Howard Hamlin, NHYC; 3) Jeff Miller, RYC. (14 boats)

INTERNATIONAL 14 — 1) Alan Laflin, StFYC; 2) Ernie Bertram, RYC; 3) Gary Gremaux, RYC. (1S

FIREBALL — 1) Craig Perez, RYC; 2) Kevin Rea, PCYC; 3) Gary Boell, RYC. (12 boats)

WYLIE WABBIT - 1) Colin Moore, CSC; 2) Kim Desenberg, RYC; 3) Mark Harpainter, CSC. (8 boats)

OYRA, WBRA, SBRA

MORA — Heavy Wylie Half Ton Animal Farm



The Phibbs Family Tiburon YC

"Everyone in the world seems to have raced on it at one time or another," says Mill Valley's Rod Phibbs of his '74 Tom Wylie designed and built 28-footer Animal Farm. The famous boat, one of two proto-types for the Hawkfarm design (Hawkeye was the other), began her career under Chris Corlett, winning the '74 Half Ton NA's in Texas and then going to the Worlds in France, where they suffered a broken boom. Seventeen years later, the 'battleship gray' boat is still highly competitive, as proven by the Phibbs' runaway victory in MORA-II this summer.

Phibbs 'bought the Farm' in 1981 with fellow physician George Gregory. This is their third boat together, the first two being a 19-ft Spitzgadder and a Columbia 26 Mk. II. Gregory, however, doesn't race anymore due to back surgery, leaving that task to Rod and sons Rann (left) and Ciarin (behind). Occasionally, two other Phibbs brothers — Chris and Peter — fill out the 5-man crew.

Ciarin, an economist from Palo Alto, is the primary driver. Rod and Rann, manager of the Sausalito West Marine Products store, are the trimmers. Tactics are by consensus. "We have some pretty heated arguments," admits Rann. "We love to fight with each other. Sometimes it comes down to who's holding the biggest winch handle!"

But they agree on one thing: "We'd love to see all the 1/4 and 1/2 tonners back out on the line," says Rod. "Ohhh No!!, Mercury, Petrified, Stampede...where did they all go? They're still good boats — why not use 'em?"

2) Freewind, Cal 9.2, The Lessleys, RYC; 3) Perezoso, Excalibur 26, Jeff Nehms, SCC. (16 boats)

PHRO — II Beneteau 42 Rocinante



Alex Malaccorto Richmond YC

Alex Malaccorto, president of a Silicon Valley computer company, is a fanatic. Fortunately, his obsession is the relatively benign sport of ocean racing, which he has pursued relentlessly for 16 years in a row. He sailed a dozen seasons with his first boat, the Yankee 30 Rocinante (now called Club Dead), winning three MORA-II championships. The last four seasons, Alex campaigned his Frers-designed 42-footer, also named Rocinante, previously winning the PHRO title in '89.

In that time, he's only missed one leg of a Corlett Race (for his daughter's graduation)! "With Franz (Klitza) gone, I'm the highest mileage guy out there," claims Alex. As such, he has the authority to observe, "Something's changing — it's been unusually mild the last few years. I remember it used to blow 30 knots fairly often ten years ago."

Malaccorto and crew (Dave Bennet, Richard and Leanne Bryant, Mike Caplan, Randy Devol, Scott McDonald and Rick Weidenbeg) had an uneventful summer, other than banging Chimney Rock during the Drake's Bay Race. "We had it coming," admits Alex. "Bltz had hit Duxbury Reef the day before, and we had been teasing them unmercifully."

"Razzmatazz might have won if they hadn't switched boats in mid-season," acknowledges Alex. He also noted with pleasure that the PHRO contingent is now the largest on the ocean — despite almost disappearing two years ago. "We tried to support IMS, but it was a total fiasco."

2) C-Ro-Mar, Ben. 42, M. Christiansen, SLTYC; 2) Maluhai, Ben. 42, D. Sallows, NoYC. (20 boats) IMSO — II Cal 39 *Novia*



John Webb Richmond YC

"My crew are real ocean hounds," claims John Webb, president of an East Bay advertising/public relation company. "Basically, this is the same group that sailed the '89 TransPac and '90 Catalina Race — they also had the nerve to win this year's Windjammers Race without the skipper on board!"

The 'hounds' include tactician Bob Henry, brothers John and David DeMeter ("They've been sailing in the ocean forever"), Dave Adams, Dan Brault, Steve Woodall and Glen Haubel. Webb credits the crew — plus switching from the original wing keel to a deeper fin keel, as well as "Kame's brown gennies" — for Novia's success this summer. "We race to have a good time, but we're also serious about it," admits Webb, sounding like a Richmond YC member in good standing.

Webb, who grew up sailing scows in Minnesota, began his local racing career over 30 years ago in the Treasure Island one design fleet. He then moved into Cal 20s ("We used to have 50 or 60 of them on the line!"), an Islander 28, an O'Day 34 and, since 1988, his Cal 39 Novia (Spanish for 'sweetheart'). "She's a Jim Taylor design, a 'first generation' IMS boat with all the furniture," says John, secretary of our local IMS group.

When not racing Novia in the ocean, John gets his kicks sailing his Lido 14 around his Belvedere Lagoon backyard. "That's where the real competition is," he laughs. "Seriously, it's quite a scene — we have 15 boats in our fleet, all sailed by guys like Glenn Isaacson and Neville Price."

2) Sweet Okole, Farr 36, Dean Treadway, RYC; 3) Sorcerer, C&C 30, Greg Cody, SBYC. (17 boats)

SEASON CHAMPIONS, PART III:

SSS — Monohull Yankee 30 Chelonia



Ed Ruszel SSS

"It's rejuvenating," claimed El Cerrito's Ed Ruszel of solo sailing in the ocean. "Some people read books to relax, others watch football games on TV. I like the solitude—the peace and quiet—of sailing alone."

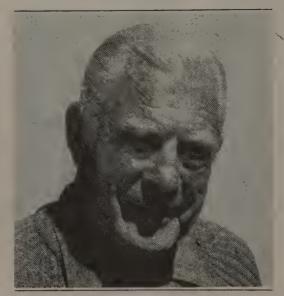
Ruszel, a 32-year-old plant engineer in his family's Benicia wood working business, won this year's shorthanded monohull division against 10 other boats, most of which were sailing doublehanded. He missed the first two races, so his back was against the wall from the start. "Sailing consistently was the key," explained Ed. "That and the fact that Aotea was in her own division this year!"

Chelonia (ex-Wildfire, hull #100) is rigged with both an autopilot and a windvane, and Ed often sails boat-for-boat with fully crewed MORA boats. For company, he sometimes brings the family mutt, 'Gracy the Sea Dog'. Wife Lauren isn't fond of racing, though she and Ed often cruise Chelonia (Greek for 'sea turtle') up and down the coast. "Drake's Bay and Stillwater Cove are our favorites," she says.

Prior to picking up Chelonia five years ago, Ed owned a Coronado 25 called Swish II. With his blue-hulled Yankee 30, he's done two LongPacs as well as every other local singlehanded event. "I'm looking for bigger challenges," said Ed. "I was going to do the SSS TransPac, but between the recession and my mother-in-law's house burning down in the Berkeley fire, I may put it off a few years. Maybe I'll do the Santa Barbara Race shorthanded. Anyone else interested?"

2) Intrepid, Freedom 36, George McKay, BYC; 3) Tinsley Light, S-35, H. Grandin, StFYC. (11 boats)

WBRA IC Bolero



George Degnan Richmond YC

"I guess I'm getting to be a bit of a menace now!" laughs 78-year-old George Degnan, a retired doctor from Martinez. "I don't hear that well, and sometimes can't remember all the rules. Fortunately I have a great crew who yell at me and tell me which way to go!"

Degnan's 'great crew' is no less than world class sailors Craig and Pam Healy, Jim Healy and Degnan's son Kevin. "Kevin and Craig were friends in the RYC junior program. We've all been sailing together since they were little kids," explains George. "I can't believe they've stuck with me all these years!" Together, the group has won "about half a dozen" WBRA championships and travelled to Bermuda, Scotland and other exotic venues for various IC Worlds.

However, their victory this summer was marred by controversy and politics. It's a long story, the essence of which is that George unknowingly broke a class rule by having his jib re-cut two-thirds of the way through the season. Bolero was accordingly tossed out of a few races, but was far enough ahead to win anyway. The ensuing ugliness at the IC Worlds — where no one from the local fleet got to sail — was an embarrassment all around. "I'll take the responsibility for creating the whole mess," says Degnan. "And I thank the class for supporting me."

"I love these boats. . . they're beautiful!" claims George, who switched from a woody (Quickstep) to his glass IC five years ago. "And I'll be back next year — maybe after I turn 80, I'll find something else to do."

2) Profit, H. Mettier, SFYC; 3) Accounts Payable, Rich Pearce, SFYC. (10 entered; 9 qualified)

WBRA Bear Smokey



Steve Robertson St. Francis YC

"You don't have to grow old," says Steve Robertson, an energetic 48-year-old owner of a Mill Valley-based property management firm. "It's just a state of mind."

Racing his Bear Smokey, hull #29 of the 69 made, is just one of the pursuits that keeps Robertson young. Skiing, tennis, bicycling and cruising (he and wife Josselyn, a librarian, like to charter big boats in warm places) are others. "We work hard, and we play hard," claims Steve, who splits his time between a house in San Rafael, another in Tahoe and a second office in Seattle.

The Robertsons bought Smokey from Josselyn's father 25 years ago, and have cruised (including a 10-week trip from here to northern Baja) and raced it ever since. "I think we've won about 8 times out of the 20 or so seasons we've competed," says Steve. "Beating Scott (Cauchois) is always a challenge — Bob Jones, Paul Zupan and Glenn Treser are tough, too. None of us give each other an inch out there, but we've never exchanged any angry words. It's a pleasure to sail against such fine competitors."

Helping Steve sail Smokey this summer were his 'regulars': tactician Josselyn ("She's a great sailor in her own right"), 11-year-old son Sean and friends Mike and Sondra Van Metre. "Our philosophy is to have fun, and always think ahead," says Steve, a TransPac and Mexican race vet. "I'm not at all interested in moving up — I've sailed on a hundred different types of boats, and like the Bear the best. We'll keep it forever."

2) Chance, Glenn Treser, AolYC; 3) Trigger, Scott Cauchois, SFYC. (11 entered; 10 qualified)

OYRA, WBRA, SBRA

SBRA — Div. A Sunfish #31191



Bob Cronin Diablo SC

"My idea of sailing is to go out for a couple of hours, then come back in and step into a hot shower," says Bob Cronin, a Menlo Park musical instrument maker and musician. "Cruising doesn't interest me in the least — why sail around in your house? — and putting together a racing crew is frankly too big a hassle. For me, the Sunfish is the ideal solution."

In fact, Cronin's only owned two other boats before settling on the tiny Sunfish: a Geary 18 (which he learned to sail on back in Galveston Bay, Texas) and a Laser. "The Laser was exciting, but I wasn't heavy enough to keep from dumping it all the time. I switched over to the Sunfish in 1976. It's relatively under-canvassed and very stable. . I've only tipped over 5 or 6 times since — and at least I always knew why!"

Cronin was an active racer on Foster City Lagoon during the mid-'70s ("That was the heyday of local Sunfish racing. Sometimes we'd get 25 boats on the line"), and also sailed in two World Championships ('79 in Holland and '82 on SF Bay). He dominated the Sunfish class in SBRA, capturing the season championship in '78, '81, '84 and '85 before the class all but faded away.

"Thanks to Darryl Coe, we've enjoyed a great comeback this year," says Bob. "And there's always room for more! If anyone's got a Sunfish cluttering up their garage, dust it off and come join us! We're a friendly bunch — the class has never attracted cutthroats or yellers."

2) Darryl Coe, UASC; 3) Dee Thomson, DSC. (19 boats; 27 races)

SBRA — Div. B Day Sailer Palua Pilikia



Steve & Amaya Fiock Fremont SC

When Fremont's Steve and Amaya Fiock got married six years ago, they bought a '58 blue and white Day Sailer as a wedding present to each other. "It was either that or a diamond ring for Amaya," laughed Steve, who works for an office supply company in Foster City. The 17-ft planing boat, whose name means "more trouble" in Polynesian, has been good to them: in '87, they won the PCC's and they've now won their SBRA class three years in a row. "Amaya's from Omaha and had never sailed before," explained Steve. "But she's become a great crew — I couldn't do this without her!"

Fiock, it seems, was destined to be a force in the Day Sailer class. His father Len, a 6-time national champion, raised Steve and his four siblings sailing *Pilikia* ("trouble"), the Day Sailer he still owns. Steve's brother Bill also has a Day Sailer named *Passing Wind* (there was no Polynesian word for 'triple'). "My parents used to sail with all 5 of us kids aboard," recalls Steve, now 34 years old and the father of a 2-year-old daughter. "We were awarded the 'floating playpen' trophy."

Steve and Bill won the Nationals themselves in '81 at Huntington Lake, and Steve has subsequently competed all over the country in Day Sailers. Though he occasionally sails his Dad's Santana 22 High and Dry, Steve keeps coming back to the diminutive Day Sailer. "I really enjoy the travelling and the camraderie, especially at Inverness and the High Sierra Regatta. The Day Sailer fleet is a big extended family."

2) Charles Wilson, SCYC; 3) Eduardo Grisetti, SJSC. (15 boats; 19 races)

SBRA — Div. C Laser II Music



Gary Bergero Lake Merritt SC

When Gary Bergero was eight, his parents paid for his two older brothers and him to take sailing lessons while they were on vacation. "I think they mainly wanted to get rid of three bratty kids for the week," laughs Gary, now a 29-year-old applications engineer from San Mateo. "They didn't count on the fact we'd immediately want a boat of our own! So we went to Sears and bought a \$200 styrofoam Sunflower."

Bergero has come a long way since then, racing El Toros, Lasers, FJs, Lido 14s, Wabbits, J/24s and windsurfers. In the last five years, he's been a fixture in the top three places of the SBRA Laser II competition. His regular crew up until this season was Joan Dreschke, but she stopped racing when she became pregnant. "We were protested for having two people out on the wire," joked Gary. Other forces on the boat over the years were Dan Ouellet and Jeff Kearney.

This summer, Bart Harris crewed. "I owe the season to him," said Gary. "He really makes a boat go fast, and he's a crack-up to sail with. Even on the most intense spinnaker reaches, he's clicking 'Kodak moments' from the trapeze or enjoying a beer."

Highlights of the season included winning five straight bullets up at Clear Lake. The lowlight was getting rear-ended (and incurring whiplash) on the way to get the boat for the same regatta. A blown-out kite in the first race was another minor set-back. "Over the years, I think I've broken everything there is to break on a Laser II," claims Bergero.

2) David Humphrey, Lake Merritt SC; 3) Ron Loza, Lake Merritt SC. (12 boats; 17 races)

WORLD OF

With a continuation of last month's report on Kids In The Caribbean; the Antigua Crewed Charterboat Show; and, Charter Notes.

Kids In The Caribbean

[Continued from last month.]

Having had so much fun hand feeding the thousands of fish at the Caves at Norman Island, the Wanderer, the Wanderette, Lauren (10) and Nick (8), decided it would be at least as much fun playing with the string rays that frolic in the shallows of a beach on St. John. Thus we hoisted anchor on our Moorings 38 and sailed merrily downwind through smooth waters of the Sir Francis Drake Channel to the Caneel Bay area of St. John.

The string rays at St. John are fascinating. Up to three-feet across, they're as affectionate as kittens. If you stand kneedeep in the water, they'll seek you out, then slowly caress their silk-skinned jelly-like bodies over your ankles and legs. Like everybody else, once you become acquainted, they like to have their bellies lightly scratched. Naturally they like food; hold some squid in the palm of your hand and it's devoured as though through a vacuum cleaner. The rays do have sharp barb-like stingers, but keep them shielded



The Wanderers on 'Folie'. She's an excellent boat for three or four in the Virgin Islands.

unless provoked by something like a spear in the back.

There were two problems with our visiting

the rays. First, the beach they come to is on St. John, in the U.S. Virgin Islands. Thus in order to be legal, we'd have to check out of the British Virgins, into the U.S. Virgins, and then back into the British Virgins. Most customs and immigration officials in both the Virgins are nice, but a few at Cruz Bay, St. John have chips on their shoulders the size of Mt. Rushmore. The second problem was that 15-foot surf had pounded the north shore of the islands just a few days before, so the rays might not even be in residence.

Joyfully gybing Folie a Deux down the Sir Francis Drake Channel while periodically being inundated by torrential squalls, we came up with a plan. We'd anchor just off 'ray beach' and swim to shore. If there weren't any rays in sight, we'd immediately high-tail back to the boat and to Jost van Dyke in the British Virgins. If the rays were 'in', we'd skip the root canal-like process of checking in at Cruz Bay. What if we got caught? We'd play dumb bareboaters, by pointing to an upside-down chart and tell them we thought we'd landed at Anegada, which in fact is about 40 miles away. Given their experience with bareboaters, this would sound like a perfectly reasonable explanation.

As we dropped the hook off the lovely St. John beach where the rays come to play, two uniformed guys pulled up behind the beach in a truck. There must have been 10 other boats right next to ours, but they appeared to keep looking in our direction. Have you ever tried to appear inconspicuous when you've been caught red-handed? Only congressmen can pull it off.

But it was much ado about nothing, as the guys drove away after a couple of minutes. So the four of us swam ashore through the water that could not have been more lovely in color or pleasant in temperature. Unfortunately, when we got to the beach, there was no sign of the rays. The surf must have driven them away. It was a disappointment, but we'd had a great sail along the north coast of St. John, which reminded us just how magnificently beautiful its beaches are.

During the gentle seven-mile close reach to Jost van Dyke, the kids took turns steering and trimming the headsail. By this time the



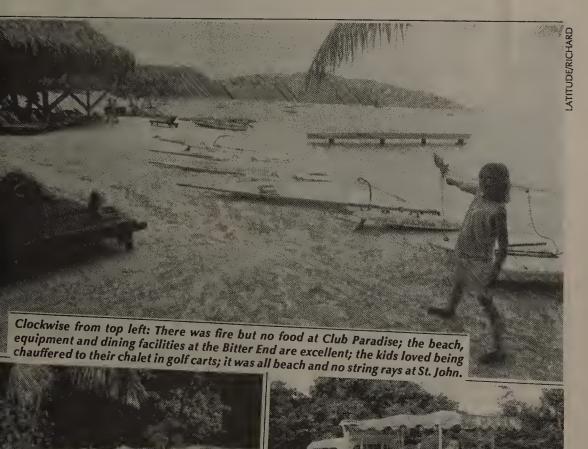
Wanderette, a gifted instructor, had also taught them the bowline, that most basic of sailing knots. A stickler for neatness, she also had the kids fighting over who got to coil any loose lines.

"It was like they were part of the crew," remembered the Wanderette, who having delegated many of her responsibilities, could devote herself to the concoction of sundowners. It had been a sweet day of family sailing.

Jost van Dyke is a favorite of the Wanderette because it has the look and feel of a primitive place where she used to live in New Guinea. It's also where she and the Wanderer first played footsie. Furthermore, it's home of Foxy's Tamarind Bar (mostly) and Grill, a legendary establishment in the Caribbean. What makes Foxy's different from the hundreds of other beach bars in the Caribbean is Foxy himself. Give him six boatloads of accountants and librarians, and within half an hour he'll have transformed them — using only his guitar, his 'be happy' philosophy, and rum — into raging party animals and animalettes.

Unfortunately, it was a quiet Monday night in the off-season and Foxy was offisland. Nick didn't mind, however, because when ordering a round of Pain Killers, the

CHARTERING



bartender asked, "Do you kids want rum in your drinks, too?" He might as well asked if the childishly macho Nick if he'd like every day to be Christmas.

The Wanderer looked at the bartender and chuckled politely at the joke. The bartender seemed to take it as a mild affront. "I've served rum to children much younger than these," he said with some pride. "It's good for them." At least he said something like that. The hipper the West Indian, the more unintelligible he can make the patois.

Since Foxy's was a whiff, we and the kids strolled down the beach to the inappropriately named Club Paradise. The menu was basically BBQ chicken or ribs at \$22 U.S. a crack. "Could we not have a burger at \$5 as found on the lunch menu? we asked. After some deliberation and friendly jive, the waiter ruled that the kids could order from the lunch menu, but we adults would have to cough up the blg bucks. The Wanderette decided she wasn't hungry; the Wanderer reluctantly decided on the ribs.

Eating is a leisurely activity in the tropics, but at Club Paradise they take it to a much higher level. While the staff wrapped what

must have been rib or chicken entrees in foil and placed them on a grill in the middle of an inferno that made the Oakland Hills conflagration seem like a small campfire, we alternately sipped on drinks and swung on a terrific hammock - capacity of four stretched between two coconut trees growing on the beach.

It's lucky we weren't in a hurry, because it took a good hour before the kids' burgers arrived. Despite the fact that the BBQ inferno had turned to ash, there was no sign of the Wanderer's ribs. Uncharacteristically patient, the Wanderer watched as Nick knocked a coconut from the tree and began trying to bash it open with a piece of wood. After a while, one of the locals, a kind soul, came over and gave him some friendly tips.

The fresh coconut was a great appetizer, whetting the Wanderer's appetite for his long overdue ribs. Two hours after placing his order, however, he'd had enough of waiting. The mildly annoyed Wanderer told the waiter to "forget it". The waiter didn't take it hard. "We didn't have ribs, anyway," he said. When or if he ever planned to inform anyone was unclear.

It was the kind of thing that would have

gotten the Wanderer's blood boiling back home. But at Jost, who cared? It was wonderful enough just to be alive and with the people he loved most. So everyone hopped into the dink and motored through the darkness back to the boat. The next hour or so was spent identifying the constellations, watching for shooting stars, debating the length of nearby boats, and savoring the pleasure of each other's company.

The following day the Wanderers made the short sail — everywhere in the Virgins is a short sail — over to Soper's Hole on Tortola. This required a bit of tacking and the kids really got into it. They finally seemed to intuitively understand why a boat couldn't sail directly into the wind.

Later we had lunch at Chuck Tobias' Pusser's Landing. We have a soft spot in our heart for Tobias, because Latitude's managing editor once sailed from L.A. to Greece and then back to the West Indies with Tobias — and a crew that included a cheetah and chimpanzee. No bull. Furthermore, Soper's Hole is a nice little place, with a great traditional boatyard, an expanding little community of cutesy little shops and the Jolly Roger pizza parlor. It's also where most boats check in to the British Virgins, so you get to watch a steady stream of boats passing through.

Much to our regret, we had other business to attend to, so after our lunch we had to motorsail back up the Sir Francis Drake Channel to Road Town to return the boat to The Moorings. Folie a Deux had been good to us and left us lusting for more. We'd spent a lot of time in the Virgins in the past and then hadn't been back in years; they were much better than we remembered them. They are the ideal spot for first time charterers — and with kids.

The Bitter End Yacht Club at North Sound, Virgin Gorda, British Virgins, has something of a misleading name. First off, it's a very nice boat-oriented destination resort, not a real yacht club. Secondly, there's nothing bitter about it. Even though it's as far to windward as you can get in the Virgins, you don't want to leave if off your agenda.

Set on the shore and hillside overlooking the smooth waters of North Sound, the Bitter End YC has everything for the sailor, whether he arrives by boat or land. For visitors by boat, there are moorings, showers, a pool, fuel, garbage pick-up, good communications with the outside world, and

WORLD OF

the best 'l'm starving!' dinner value in the Virgins.

For those coming by land, there are many options. Some folks chose to charter one of the Bitter End's six Freedom 30s or one of the Cal 27s. Others prefer to stay in the hillside chalets overlooking the everchanging scenery of North Sound. (It's everchanging, because about 40 boats arrive each day to be replaced by another 40 arriving the next day.) The Bitter End also offers a popular half & half special: five days cruising the British Virgins on one of their Freedom 30s and five days in one of their hillside chalets. Sort of a surf & turf vacation.

For those who spend all their nights in a chalet, there's still plenty of nautical activities. The Bitter End has a fleet of over 100 boats that includes sailboards, shells, Lasers, Rhodes 19s, J-24s, Cal 27s, Freedom 30s, a large Spronk-designed "cattle-maran", and powerboats to take guests to dive sites or Anegada. By and large, these boats are of recent vintage and kept in excellent conditions. The quiver of sailboards and sails, for example, is matched only by the ideal sailboarding conditions directly in front of the resort.

During the shoulder season from early



There was good competition on the lay-day between match races, with excellent boardsailing right off the beach.

November to December 15, the Bitter End YC hosts six weeks of "Fast Tack Seminars". Each week's seminar specializes in

something different from boardsailing to cruising offshore racing. The seminars are lead by some of the top sailors in the world, from circumnavigators to America's Cup skippers. These seminars offer a unique opportunity for sailors to learn from the best in the world by sailing with and against them. The weeks also feature nightly cocktail parties, beach cook-outs, banquets and other goodies. It's upscale, to be sure, but it's well done and with superb equipment.

We were at the Bitter End for their 5th Annual Match Racing Regatta, an event which in the past has drawn the likes of Tom Blackaller, Buddy Melges and 'others. This year's group included skippers like Robbie Haines (Soling Olympic gold medalist), Peter Isler (number two ranked match skipper in the world and Conner's navigator for last two America's Cups), Peter Holmberg (Finn silver medalist in the last Olympics), and others. The match racing is done using sequentially built Freedom 30s, which while not rocket ships, as close to one-designs as can be found in the Virgins. Seminar attendees and resort guests make up the crews.

It's hard to say if the Bitter End YC realized it in advance, but top level skippers don't take losing — no matter what the event — lightly. As such, the mano a mano prerace maneuvering is brutal, and the on-thewater judges are kept on their toes at all times. Near misses, scratches and even collisions have all been part of this matchracing series over the years.

The Wanderer and Wanderette each spent a day crewing for J.J. Isler, a topranked international woman's sailor who was the only female skipper in the fleet. The Wanderette had always considered herself a boat traveler rather than a racer, but one day of numerous short match races changed her outlook: "It was fantastic. The tactical battles of wits, the naked aggression, the teamwork — I loved it!"

After an eight round robin races and a semi-finals, it came down to Nation's Cup champ and Fifty-Foot skipper Ed Baird and Peter Isler. The first four races of the finals were dramatic; Baird getting the best of Isler upwind and Isler passing Baird downwind. While at least one race was decided by less than a second, Baird comfortably took the fifth and deciding race to win the title. In previous Bitter End Match Race series he'd had two seconds and one third.

Midway through the series there was a "mini-Antigua layday", which included team



racing in all forms of watercraft — with lots of good-natured cheating — and all matter of other nonsense. It was culminated by an in-the-water greased-melon football game between the guests and staff.

While this was primarily a week for adults, the kids nonetheless had plenty to do. They enjoyed the pool, the huge tank of fish, walking the beach, riding the golf carts up to the rooms, the little theater, a dive trip to Anegada. And the resort is such that an eight-year old and a 10-year old can be left to their own devices and not be worried about. During Thanksgiving and other school holidays, the Bitter End offers special packages for families.

Like a lot of people, The Bitter End's John Glynn sees the future of sailing as being a family activity. "It used to be that only 11% of our guests were families; this year it 31%. As such we've instituted programs where kids stay free with their parents and just pay for the food. Family sailing is where it's at," he concluded.

We couldn't have put it any better.

- latitude 38

For information on The Moorings bareboat and crewed charters, call 1-800-535-7289. For information on the Bitter End Yacht Club's many programs, call 1-800-872-2392.

CHARTERING



Fresh 'bugs', tight matching racing, and great facilities: the Bitter End has it all.

Antigua Crewed Charterboat Show

The world's largest crewed charterboat show, sponsored by Nicholson Yachts of Antigua each December, continues to get bigger. Dana Nicholson reports that 180 boats signed up for the show, an increase of about 5% from the previous year.

The ratio of sail to power is about 75% to 25%, but the majority of the really big boats are power. While a number of powerboats were over 100 feet, the biggest sailboat in this year's show was Butterfly McQueen, a 130-footer.

The majority of crewed sailing charter yachts, however, are in the 60 to 80 foot range. The smallest in the show was 47 feet.

There is good news for charterers on two fronts. First, there is an ample supply of crewed boats from which to choose. Second, prices haven't gone up — and in some cases have gone down — from last season. Figure on \$1,000/person per week for a really nice charter to about \$5,000/person a week for gratuitous decadence.

Despite the shaky economic times, the crewed business isn't all that bad. Nicholson, for example, reports that last July was the best single month in the history of that

booking house. The crazy thing about it is that the summer is supposed to be the off-season in the Caribbean, with December through April being the busy months. More and more Europeans are choosing the Caribbean as a vacation destination, however, and they seem to think that summer is a great time to come. Early and mid-summer are; the fall is awful.

- latitude 38

Readers — How to book a crewed charter? Four of the best booking agents are Nicholsons at 1-800-662-6066; Lynn Jachney at 1-800-223-2050; Diane Fraser at (714) 675-6960 and Beverly Parsons at (619)-225-0588. These folks can arrange charters on just about any yacht in the world.

If you've got a group of six or seven and looking for a real bargain, you might want to book the Ocean 71 Oceana, which is subbing for our Big O this season. She's available at a 25% discount when booked through Latitude. Call John or Mitch at (415) 383-8200.

Charter Notes:

Charterers looking for 'events around which to center their Caribbean sailing vacations should take note of the dates of

the four most important events:

1. The St. Barts Regatta, February 16-19. The "Nothing Serious" regatta was the toast of Caribbean ragmen back in the '70s, but when the politics of holding it became too somber in the '80s for sponsor LouLou's Marine ("You came to St. Barts to relax, so relax!"), it was relegated to mere legend for nine years. LouLou Margas decided to resurrect the event last February, and some 125 boats - many of them veterans from the St. Barts Regattas of more than a decade before - turned out. But more important than the number of boats was the fact that the magical spirit of the previous St. Barts Regattas was recaptured. It's a spirit in which style is at least as important as substance; where racing on a salty gaffer like LouLou's Pluto is more prestigious than sailing on a 'plain Jane' Swan 65.

Worried about registration deadlines and handicaps? Don't. "As usual the emphasis will be on sportsmanship, fun and fair play," LouLou told *Caribbean Boating*. "So leave your yacht racing rule books, stopwatches and protest flags at home. And don't worry about your rating — we'll fix you up with a special one when you arrive." Women can leave their bikini tops at home, too, as St. Barts is fun-loving and French.

The regatta schedule is as follows: The main race on the 16th, the Around the Island Race on the 17th, the Parade of Sail in honor of Columbus (who 500 years ago named the island after his brother Barthelemew) and the Gaffers and Singlehanders Race on the 19th. Will there be music, fun and festivities after the races? As sure as there is salt in the sea. But if the past is any indication, it will be a "laid back, peace & love vibes" kind of festival.

While St. Barts isn't a bareboat base, there are hundreds of bareboats available at St. Martin, just 18 miles to the northwest. If you're the least bit gregarious, you can just show up at St. Barts and be sure of getting on a boat. Land accommodations and prepared food prices are dear, however, so bareboating is really the way to go—especially with so much other great cruising nearby after the regatta is over.

The 12th Annual St. Maarten Heineken Regatta is February 28 - March 1, the BVI Regatta in the British Virgins is April 3 - 5 and the king of them all, Antigua Sailing Week is April 26 - May 2. We'll have more on those special events in the next issue.

DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING.
 SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.

• 1991 TAX CREDIT







SLIPS AVAILABLE

COVERED TO 60'
OPEN TO 90'

The finest facility on the Delta with 2 restaurants, cocktail lounge, fuel dock, guest dock yacht sales and service.

Located one mile off I-5 in Stockton.

VILLAGE WEST MARINA

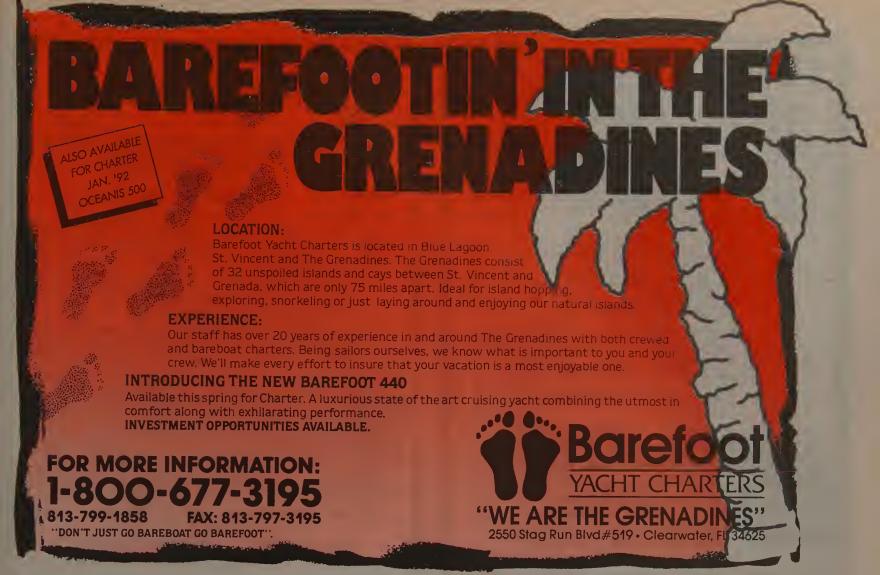
6649 Embarcadero Drive, Stockton, CA 95209

(209) 951-1551

Managed by Pegasus Group



Special Caribbean charter offer exclusively for readers of Latitude 38: While *Big O* undergoes a 21st birthday refit, special arrangements have been made with the owners of her younger sistership *Oceana*. A meticulously maintained somewhat more luxurious Ocean 71, *Oceana* has been a highly regarded member of the Caribbean charter fleet for many years. **Save 25%!** *Oceana* usually charters for \$1.0,000 a week for a group of six guests. She is, however, available to readers of *Latitude 38* for \$7,500 a week (all inclusive less drinks). There is not a better crewed charter value in the Caribbean. Available January - April, 1992.



A MILLIONAIRE TO CHARTER LIKE ONE!



If you're looking for the ultimate in sailing pleasure and relaxing go-with-the-flow recreation Oceana and her crew will treat you to the vacation of a lifetime. Enjoy the world's finest charter loactions at a price available only through Latitude 38. Call John or Mitch for four-color brochure and booking information.

Latitude 38 Adventure Charters

THE FAR HORIZON IS WITH REAC

Experience the excitement of sailing in the spectacular Gulf Islands. Explore the San Juans. Everything is possible. Sail yourself or learn with us on spirited C&C Yachts. Affordable Unforgettable.

FOR THE BEST IN SAILING VACATIONS **CALL COLLECT - CENTRAL RESERVATIONS**

1-604-748-6575

TOLL FREE IN B.C. AND ALBERTA

THE ISLAND

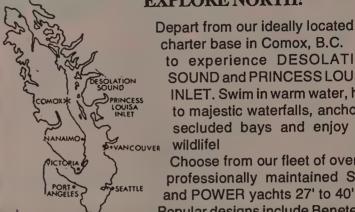
GROUP

6145 Genoa Bay Road, Duncan, B.C. V9L 1M3

Desolation Sound Yacht Charters Ltd.



EXPLORE NORTH!



charter base in Comox, B.C. to experience DESOLATION SOUND and PRINCESS LOUISA INLET. Swim in warm water, hike to majestic waterfalls, anchor in

secluded bays and enjoy the wildlifel

Choose from our fleet of over 30 professionally maintained SAIL and POWER yachts 27' to 40'.

Popular designs include Beneteau, Jeanneau, C&C, Hunter, Catalina,

Elite, Albin, all equipped and ready to go. Charter rates start at \$435 US per week. CYA Learn-to- Cruise courses also available from \$465 US per person.

BOOK EARLY TO GUARANTEE THE PERFECT VACATION!

Desolation Sound Yacht Charters Ltd.

201 - 1797 Comox Avenue

Comox, British Columbia, Canada, V9N 4A1 Fax: (604) 339-2217 (604) 339-4914 (604) 339-7222

SAN JUAN SAILING CHARTERS



28-ft to 41-ft Quality Sailboats. Come Sail With Us!

Six day learn and cruise charter certification available.

ASA certified

CALL 1-800-677-SAIL

#1 Squallcum Harbor Esplanade, Bellingham, WA 98225

CHARTERS – Sail & Power Vessels

Start your vacation in the Gulf Islands.

Located near Victoria International Airport and terminals. Family owned and operated 1980, For details and reservations since

contact Fran at:

GULF ISLANDS CRUISING SCHOOL LTD.

P.O. Box 2532S

Sidney, B.C. V8L 4B9

Phone: (604) 656-2628

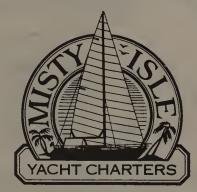
PARTY ANIM ADVENTURE CAT



Adventure Cat was specially designed (and may have the "world's largest sailboat dodger") for the Bay's sailing conditions. With windows all around and protected seating, she is spacious and comfortable for parties up to 49 passengers. 55' long by 30' wide, she sails fast, flat and smooth. Charter Adventure Cat for your next club meeting, business entertainment, wedding or private party,

415•777•1630

POWER or SAIL the **BRITISH VIRGIN ISLANDS**



SINCE 1977

B70)111 \$900.00 per week Bareboat & Crewed Yachts ~ 30' to 75'

CALL DIRECT (809) 495-5643 Fax (809) 495-5300

> VIRGIN GORDA-YACHT HARBOUR **BRITISH VIRGIN ISLANDS**



T.M.M. DOESN'T **LEAVE YOU** BARELY BOATING.

Our versatile fleet offers more choices than any other in the Caribbean, yet we are small enough to ensure thorough attention to each boat, and personalized

care for our guests. We have no layers of management to wade through, just plenty of smooth sailing ahead.

We have stateside convenience for booking, so give us a call and feel the wind in your sails!

WE'VE KEPT SMALL SO YOU FEEL BIG.

TO GET OUR FREE INFORMATION PACK; WRITE, OR CALL SUSAN **TOLL FREE**

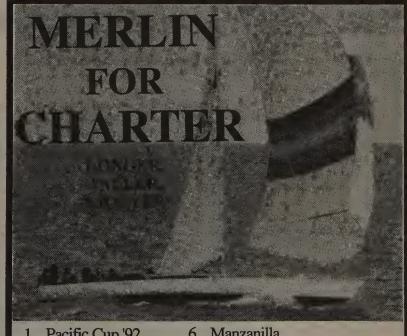
1-800-633-0155

In Conn. 203-854-5131

TORTOLA MARINE

MANAGEMENT LTD

T.M.M. P.O. BOX 3042, ROAD TOWN, TORTOLA, B.V.I.



- 1. Pacific Cup '92
- 2. Victoria-Maui '92
- 3. Oakland-Cataliña
- 4. Cabo-spring
- 5. Cabo-fall
- 6. Manzanilla
- 7. Ensenada
- 8. Santa Barbara-King Harbor
- 9. Santa Cruz-Santa Barbara
- 10. Windjammers

Get a group together and race a legend balls-out!

SET ANOTHER RECORD!

(408) 737-7411



The **Canvas Shop**

- Dodgers Awnings
- Boat Tops
- Full Covers
- Bimini Tops
- Enclosures

Free Estimates Day or Evenings

305 Towne Centre Terrace Brentwood, CA 94513

(510) 634-8508

Ron Irwin

2415 Mariner Sq. Dr. Alameda, CA 94501 (510) 522-0457



MARINA PALMIRA is iocated in a unique waterfront setting. The master plan of this bayside retreat offers you the best of the "La Paz-Marina Style" in a new and fast-growing residential and boating community.

MARINA SERVICES

Electricity, 30-50 Amps, Water, Security, Fax, VHF, Public Telephone. Laundry, Showers, Ice, Sodas, Concrete Launch Ramp, Diesel Fuel, Parking, Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar, ali Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:

CLUB DE YATES PALMIRA, S.A. DE C.V.

KM 2.5 CARRETERA PICHILINGUE LA PAZ, BAJA CALIFORNIA SUR, MEXICO TEL: (682) 539-59 FAX 562-42 APARTADO POSTAL 34

WE'VE REDEFINED CIVILIZATION BETWEEN



B.V.I. BAREBOATS

BAREBOAT & CREWED CHARTERS

Personalized Service & Meticulously Maintained Sail & Power Yachts From 32' - 51'

CALL 800-648-7240
FOR THE BEST BOATS AT THE BEST PRICES



Box 3018
Roadtown, Tortola
British Virgin Islands

Tel: 809/494/4289 Fax: 809/494/6552





Conch Charters Ltd. British Virgin Islands

Bareboat/skippered sailboats 30-50

Why shell out a fortune?
Call Conch Charters Ltd.

(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town, Tortola, British Virgin Islands

THE SANDS OF BAJA AND THE SEA OF CORTEZ

Sails Force.

Cradled between the stark sands of Baja and the refreshing waters of the Sea of Cortez, La Paz is a dazzling city of contrast. Windswept dunes and tranquil coves. Cobblestone streets and modern marinas. Chameleons languish and sea lions frolic. In La Paz, the sails force handles fair winds and following seas. Civilization redefined. For a unique lifestyle experience. Call 1-800-969-3222 for a free brochure.



THE RACING SHEET

With reports this month on various midwinter races, news of the upcoming Singlehanded TransPac, the Intercollegiate Goodwill Regatta in Japan, an article by Scott Easom about crewing on small boats, news of recently announced Olympic campaigns by John Kostecki and Jeff Madrigali, and the usual race notes.

Singlehanded TransPac

Alan Brutger, the affable Montana cattle rancher who won the 1990 Singlehanded TransPac by over 12 hours, must be feeling the need to catch up on his sleep again. His Freedom 44 Polecat is the latest of seven paid-up entries in the 2,120 mile solo slide to Kauai, scheduled to start this year on June 27. Last time, Alan completed the mellow race in 15 days, 19 hours, and arrived tan, rested and ready to party. His daily regime included happy hour every evening at 6 p.m., regular exercise, washing the boat, hot showers and lots of sack time. "I got more sleep during the trip than I ever do at home," he admitted.

But that was two years ago. Four years



1990 Singlehanded TransPac champ Alan Brutger will be back to defend his title.

ago, it blew like stink, and Seattle's 'Wild Bill' Stange smashed the 10-year-old monohull record with a white-knuckled 11-day, 15-

hour sprint on his aptly named Olson 30 Intense. "You never know what it'll be like," said race chairman Jeff Arnst. "You have to be ready for anything."

Brutger is the only race veteran of the seven early-bird entries. The six 'virgins' include two active Bay Area singlehanders, Ed Ruszel (Chelonia, Yankee 30) and Reed Overshiner (Reliance, Folkboat). Also signed up are San Jose's Mike Jefferson (Foxxfyre, Yamaha 33), two from down south — Bob Moore of Huntington Beach (Warlock, Olson 30) and Fred Gamble of Santa Barbara (Iris, Islander 40) — and Seattle's Gary Baillargeon (Solo Child, Hunter 45). Baillargeon won the 1990 doublehanded division of the Pacific Cup with his Hunter 35.5 Another Child.

"Highly probable" entries at this writing include Bob Cranmer-Brown (Etosha, Adler 60), Dan Benjamin (White Knuckles, Olson 30), Dan Newland (custom ultralight) and Jerry Huffman (Cynthia, Wilderness 40). "We expect 15 or 16 entries in the end, about the same as last time," explained Arnst. "Who knows, maybe we'll get more. There's still plenty of time left to sign up."

If you're interested in sailing in this West Coast 'rite of passage', you can obtain the race information package for \$10 by writing the Singlehanded Sailing Society, Box 1716, Mill Valley, Ca, 94942. You'd be joining an elite group of just over 100 sailors, both men and women, who have sailed in this challenging event.

"It's not a race for glory — it's a race you do for yourself," says veteran Robby Robinson. "To arrive singlehanded in Hanalei Bay — win or lose — is one of the accomplishments of a lifetime."

Goodwill Regatta

The best intercollegiate sailors in the U.S. just spent their Thanksgiving holiday on a free trip to Japan, the occasion being the third annual U.S.-Japan Intercollegiate Goodwill Regatta. Included in the group of 48 sailors were UC Berkeley's Seadon Wijsen and Brandon Paine and Stanford's





Brady Sih, Matt Dunbar and Geoff McDonald. Stanford sailing director Blake Middleton also accompanied the group as one of five coaches for the U.S. team.

Completely funded by Japanese corporations, the event is rapidly becoming one of the highlights of the intercollegiate racing circuit. According to Wijsen, who captained the Cal sailing team for the past two years, the first two regattas, held in Newport Beach,



GGYC Midwinters (clockwise from above): Carlos Baddell just had throat surgery and couldn't talk, but it didn't stop him from calling tactics on 'Kotuku'; 'Wolfpack', on port jibe, leads the pack; 'Sparky' and 'Bang!' hanging out; 'High Risk' battles the elements; six spinnakers showing, only one full. All photos 'Latitude'/rs & rkm.

were lavish by college standards. This year's version, which included personal blessings from both the Prince and Princess Tomohito of Mikasa, surpassed them. The entire U.S. team received free travel and accommodations

along with extravagant parties and other treats.

Sailing on their home waters and in their own boats (470s and Snipes), the Japanese hoped to avenge their poor overall showings

in Southern California. Light winds and rain for the first two races resulted in their early domination in the standings. Heavier air for the final three heats, however, let the Yanks slip back into control. Even so, Japanese teams took four out of the top ten places in the 470s and five out of the top ten in the Snipes.

"They're definitely getting better," said Brady Sih, who placed third overall in the

THE RACING

470s with Matt Dunbar as his crew.

- shimon van collie

470 Class — 1) Brown University, Michael Zani/ Brad Gibbs, 20,5,1,2,1 for 13.0 pts.; 2) Housei University, Jirou Sugiyama/Terukuki Kitoh, 3,1,5, 12,4 for 23.7 pts; 3) Stanford University, Brady Sih/Matt Dunbar, 7,9,2,5,5 for 36.0 pts.

Snipe Class — 1) San Diego State, Alex Camet/ George Szabo, 1,11,3,2,4 for 16.7 pts.; 2) Keiogijuku University, Jiroki Ito/Katsuji Ishiguro, 8,1, 4,3,PMS for 27.7 pts.; 3) University of Rhode Island, Bill Healy/Tom Burnham, 2,5,6,9,2 for 27.7 pts.

It Takes Teamwork

The headline reads: "Pearl wins again!", but Bill Riley will be the first to tell you that he didn't do it alone. Assuming all the prep work is done (rig, sails and bottom are perfect), the key to winning consistently lies in the boat's personnel. Let's take a look at the system that our team used so successfully during the last two Metro Midwinter Series aboard Bill Thurman's No Slack.

First off, everyone — not just the guy holding the sacred wood — is important. In fact, the helmsman is asked only to do one thing — make the boat go as fast as possible

made.

I was in the cockpit, trimming constantly for the conditions and making sure the helmsman was concentrating on driving. My usual comment to Bill before the start was, "Just give me your undivided attention for the next two hours." My other job was tactics, which is greatly influenced by the information I'm getting from the third person on the rail. That person should be looking up the course for wind shifts, as well as watching the boats to weather.

It's important that information be conveyed to me regarding our performance rather than that of our competitors. For instance, instead of, "The boat off our quarter is higher and faster", I want to hear, "We're a little lower and slower". This eliminates any question about who's doing what to whom. Remember, racing is 75% mental and 25% physical — unless you're a grinder! Positive feedback to the helmsman on occasion can also be helpful, no matter what your fleet position. When communicating with the back of the boat, always keep a positive tone — the last thing anyone needs during a race is whining, sarcasm, complaining or other 'negative vibes'.

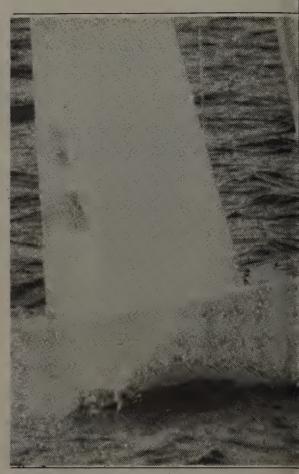
The fourth person on the rail is a 'utility' player, sharing duties with both the bow guy



in the chosen direction. Unfortunately this means the helmsman will see very little of the race other than the occasional quick look before a tack or jibe. During the Metros, Bill was asked only to drive and was not privy to any tactical decisions until after they were

Hiking out: "Unfortunately, when it's done right, it hurts."

and the third person. The fourth person should watch the bowman carefully, double checking for possible mistakes. When the



bowman is preoccupied, the fourth person should call the incoming wind puffs. I like a notice similar to "Puff in five", meaning, of course, the puff will hit in roughly five seconds. Calling puffs ahead of time can eliminate the stanchion-washing round-ups that occur when hit by a fierce gust. Often, by watching ahead, you can tell if it's a header or a lift. The call should be something like, "Puff in five; looks like a lift."

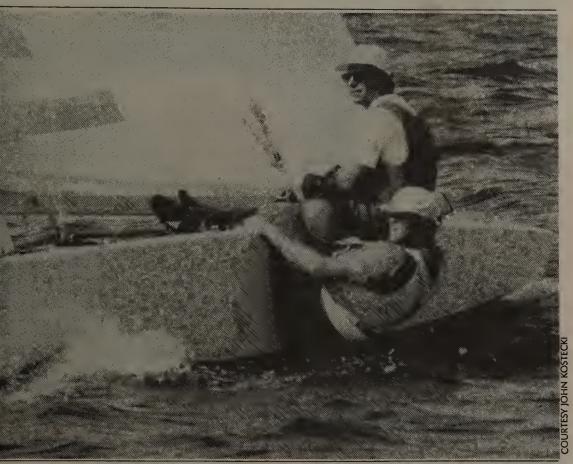
The fifth person — the bowman — should make sure everything in front of the mast runs flawlessly. These people tend to be a bit territorial and scoff at those who wander uninvited forward of the mast. Upwind, the bowman calls the puffs, spots debris in the water, helps the jib around and, on many boats, packs the spinnaker.

Another very important thing on Olson 25s, or any other small boat, is hiking out. Unfortunately, when it's done right, it hurts. You'll notice that the lead boats tend to have crews hiking harder than the boats at the back of the fleet. When hiking out, get as far out as legally possible and sit thigh to thigh to centralize weight and reduce hobbyhorsing. The new class rules allow lower lifelines (wire, not rope), and the crew should hike lOR-style between the lower and upper lifelines.

The point I hope I've made is that this is a team sport. When everyone has a job, everyone is working for the success of the team. Talk on board is good, if it's relevant to the job at hand, i.e., winning the race. And remember one more thing: Pearl's not unbeatable, so stay close!

- scott easom

Ed. note — The above article recently



Men at work: John Kostecki and George Iverson practicing in Florida for the Olympics.

appeared in 'Shooting the Breeze', the newsletter of the Olson 25 class. We thought it was an accurate and interesting portrayal

of what it takes to win in small boats, and accordingly have reprinted it in its entirety.

We're toying with the idea of a monthly feature in The Racing Sheet along these lines. We may or may not call it 'Tips From the Top', and would ask various local experts to write on some specific aspect of sailboat racing. Feedback, please.

Two New Olympic Campaigns

Two more local salling talents have set their sights on Barcelona in August, '92: John Kostecki will go for the gold in the Star class, while Jeff Madrigali (with Chris Perkins and Jim Barton) will do likewise in Solings. Both campaigns are a little late getting off the ground, and each is currently hard at work training and raising funds (these efforts aren't cheap — Kostecki's budget is \$112,500!). Madrigali, however, doesn't see his late start as a problem: "We're going to be competitive and we're going to have fun. We're coming in a lot looser than the guys that have \$300,000 and three years into it."

Kostecki, at the ripe age of 27, has won five world championships and countless other honors. Since leaving the America 3 program, he's been burning up the match racing circuit (first in the Columbus Cup, seconds in the Nippon and Hong Kong series), as well as helming Champosa and Emeraude in grand prix competition. But there's something missing in his life: "I really want to win an Olympic gold medal," confessed the occasional Greenbrae resident. "And it would be nice to top it off by winning the Star World Championship in October on

MIDWINTER RACE RESULTS

Golden Gate Midwinters

The second race of the GGYC Manny Fagundes Midwinter Series occurred (sort of) on December 7. Like the attack on Pearl Harbor that occurred 50 years ago that day, the event was pretty much of a disaster. Only two of the six classes started before the wind crapped out, leaving just 20 boats to limp around a 16-6 (Blackaller-Fort Mason) twice-around course. After almost three hours of drifting around the Cityfront, Kotuku—steered by Bill Erkelens, Jr. in the absence of owner David Thomson—and Wolfpack repeated as class winners.

However, the real winners were arguably the ones who didn't start and motored home early to do better things. A make-up race for the four classes that didn't sail is scheduled for March 7.

IMS (preliminary) — 1) Kotuku, Farr 1220, David Thomson/Billy Erkelens; 2) National Biscuit, Schumacher 35, Colin Case; 3) Leading Lady, Peterson 40, Bob Klein; 4) Spellbound, Olson 40, Lou Fox; 5) Petard, Farr 36, Keith Buck. (7 boats)

PHRF I — 1) Wolfpack, Donovan 30, Rod Park; 2) Sparky, Mull 30, Bill McLuen; 3) Jarien, J/35, Bob Bloom; 4) Esprit, J/35, Charlie Kuhn/Tim Russell; 5) Spindrift V, Express 37, Larry Wright. (13 boats)

BYC/MYCO Midwinters

The second of four weekends of racing in the Berkeley YC/Metropolitan YC midwinters went off without a hitch on December 7-8. Though the winds were frustratingly fickle on Saturday, everyone managed to finish the shortened 5.8 mile course (which — yuk, yuk — wasn't the case over at the concurrent Golden Gate midwinter series). Sunday was back to a typical midwinter day on the Circle, and there was even enough wind that some boats had to depower briefly.

"The truth is there's nothing interesting to report about the whole weekend," confessed BYC's Bobbi Tosse. "No collisions, no dismastings, not even any protests. We'll try harder next month."

SATURDAY, 12/7:

DIV. A (0-138) — 1) Absolute 88, Wylie 37, Keith MacBeth; 2) Miss Conduct, Olson 29, Tom Mason; 3) WPOD, Wylie Wabbit, Melinda & Bill Erkelens. (11 boats)

DIV. B (141-195) — 1) Heatwave, Wavelength 24, Mike Whalen; 2) Cannonball, Hawkfarm, Mike Bilafer; 3) Sea Quake, C&C 29, M. Stanton/J. Marsha. (11 boats)

DIV. C (198-204) — 1) Catalyst, Catalina 27, Ed Durbin; 2) Wildcat, Catalina 27, Ernie Dickson. (5 boats)

DIV. D (207-up) — 1) Blue Meanie, Santana 20, Sherron Hart; 2) Thumper, Wilderness 21, Erich Bauer; 3) Chaos, Ranger 23, Tîm Stapleton. (9

OLSON 30 — 1) White Knuckles, Dan Benjamin; 2) Saint Anne, Dick Heckman; 3) Soul Sauce, McLeod/Ahrens. (13 boats)

NEWPORT 30 — 1) Le Bateau, Dick Lingelser; 2) Esprit, Robert Stephens; 3) Mintaka, Gerry Brown. (7 boats)

J/29 — 1) Blazer, Mike Lambert; 2) Thrasher, Steve Podell. (5 boats)

EXPRESS 27 — 1) Frog in French, Kame Richards; 2) Guneukitschek, John Collins; 3) Bessie Jay, Monroe Wingate; 4) Phoenix, Kim Harbeck. (15 boats)

SC 27 — 1) Concubine, Brad Whitaker; 2) Good Timin', Dave Wilson. (4 boats)

MOORE 24 — 1) Mercedes, Joel Verutti. (3 boats)

J/24 — 1) Casual Contact, Wijsen/Oliver; 2) Snow Job, Goderick/Meyer; 3) Cracker Jack, Steve Highbarger; 4) Pobody's Nerfect, Chris Moeller; 5) Levitation, Larry Levit. (26 boats)

CAL 20 — 1) Farmers, R. Von Ehrenkrook; 2)
Hana Pau, H. Burn-Callander. (5 boats)

SUNDAY, 12/8:

DIV. I (0-141) — 1) Wavetrain, Olson 9115, Rick Caskey; 2) Mystery Eagle, SC 27, Roger Sturgeon;

THE RACING

the Bay."

We don't doubt he'll do both. In his Star class debut in December, he and crew George Iverson (an East Coaster who was sailing Stars with Kimo Worthington before the latter went full time with America 3) took a second at the prestigious Ryder Cup in Miami. They lost only to Ding Schoonmaker, but beat the number one ranked U.S. sailor (Mark Reynolds) and number one Canadian (Ross MacDonald). "We're off to a pretty good start," said John, as always a master of understatement.

Madrigali, meanwhile, has chartered Bill Partridge's Soling (#743) and begun practicing. "Kostecki's been helping us out," acknowledged Jeff. "He lent us a mast from his '88 campaign and has been coaching us." The competition in the Soling class is formidable — guys like Kevin Mahaney, Larry Klein and Dave Curtis — but Madro is optimistic. "The top three teams in the finals will match race each other. That's one of my real strengths," stated Madrigali. Ironically, the match racing format is what turned Kostecki off to the Solings this time ("On-thewater judging turns it into a total crapshoot," he claimed).

Both Kostecki and Madrigali will be in Florida in January to train at Punta Gorda, site of the Olympic Trials in late April. The



Fast, pretty and cheap — the 11 Metre will go for an introductory price of \$29,000.

Can/Am Games in Miami on January 29-February 2 will be their next big test. All the serious Olympic contenders will be there, including Novato 470 sailors Bryant and Brady Sih, and the Capitola-based Morgan Larson/Paul Kerner team.

We'll be 'heating up' our coverage of the Olympic classes — including a full length interview with John Kostecki — in the next few months. Stay tuned!

Race Notes

In the spirit of Spirit: George Kiskaddon's legendary Spirit (see Latitude, Sept. '91) influenced lots of people, among them designer Ron Holland. The Kiwi expatriate, who now works in Ireland, traces the origins of his latest creation, the 11 Metre One

MIDWINTER RACE RESULTS

3) Maybe, J/29, George Brewster. (9 boats)

DIV. II (144-168) — 1) Prima Donna, Islander 36, Eric Warner; 2) Chesapeake, Merit 25, Jim Fair. (4 boats)

DIV. III (171-198) — 1) Temptation, Cal 2-27, Rollye Wiskerson, 2) Margo, Cal 2-27, George Adams; 3) Antares, Islander 30 Mk. II, Larry Telford. (11 boats)

DIV. IV (201-up) — 1) Naressia, Coronado 25, Bobbi Tosse; 2) Madman X H20, Santana 20, Steve Katzman. (4 boats)

OLSON 30 — 1) Liquid Gait, Jack Easterday; 2) WYSIWYG, Robin Gladstone; 3) Adieu, B. Joe Rosa. (6 boats)

EXPRESS 27 — 1) Moonlight, Schumacher/ Franklin; 2) Presto, John Todd; 3) Graeagle, George Koch. (6 boats)

WYLIE WABBIT — 1) Kwazy, Colin Moore; 2) Wind Blown Hare, Steve Bates; 3) WPOD, M. & B. Erkelens. (7 boats)

OLSON 25 — 1) Vivace, William Riess; 2) Dreamer, Mario Wijtman; 3) Outbound, William Blosen. (6 boats)

THUNDERBIRD — 1) Griffin, Jim Glosli; 2)

Ouzel, Mike Sheats, (5 boats)

J/24 — 1) Phantom, John Gulliford; 2)
Roadhouse Blues, Bentsen/Bochma. (5 boats)

INTERNATIONAL FOLKBOAT — 1) Elska, Lesta Nadel; 2) Xanadu, Tom Federico; 3) Bamber, James James. (6 boats)

Encinal YC Jack Frost Series

Ninety-nine out of 121 entries — a great turnout considering the holidaze — showed up for the second race of the Jack Frost Series on December 21. It was the Winter Solstice, the shortest day of the year, though it seemed to last forever if you were on the race committee. "What a nightmare!" said race chairman Rich Pipkin. "The wind was coming from all over the place. We used three different courses and lots of post-ponements. We literally didn't have time to eat lunch."

The racers' scowls at the start turned to smiles by the finish when a nice 16-knot breeze finally materialized. It was too late for classes C and D, however, as none of them were able to finish inside the three hour time limit. "We had a lot of other DNFs because people had to get to Christmas parties," claimed Pipkin, who is looking forward to perfect conditions at the next Jack Frost race on January 18.

MULTIHULL — 1) Dragonfly, Dragonfly, Don Trask; 2) Pegasus, F/27, G. Helms/A. Pitcairn; 3) Bad Boy, F/27, M. Ropers/J. Green, (5 boats)

PHRF B—1) First Class, Express 37, Bill Stauch;
2) Mystical Creampuffs, Beneteau 45f5, John Linneman; 3) Maluhia, Beneteau 42, David Sallows.

(16 boats)

PHRF C - 15 starters, no finishers,

PHRF D - 8 starters, no finishers.

PHRF E — 1) Crinan, C&C 30, Bill West; 2) Lelo Too, Tartan 30, Emile Carles; 3) Kamala II, Ranger 29, Bill Keith. (6 boats)

CATALINA 30 — 1) Fat Cat, Seth Balley; 2) Retrograde Motion, Frank Nemeth; 3) Friday's Eagle, Mark Hecht. (5 boats)

SANTANA 22 — 1) TGTITW, Brown/Collins; 2) Riffraff, Erik Menzel; 3) Ancient Wings, S. Shapiro/Katzoff. (8 boats)

PHRFH—1) Andulusia, Cal 20, Richard Taylor;
2) Toots, Thunderbird, Curtis King; 3) Mytoy,
Ranger 26, Dave Adams. (11 boats)

COLUMBIA CHALLENGER — 1) Shay, Bill Myers; 2) Suzy Q, Jim Van Blarigan. (3 boats)

CATALINA 34 — 1) Wind Dragon, Dave Davis; 2) Goolara, John Billmeyer; 3) Starfire, Bob Flaherty. (6 boats)

PHRF J (non-spinnaker) — 1) Sea Saw, Cal 20, Wonner/Lawre; 2) Hawk, Alberg 30, Steve Collins; 3) Windsong, Cal 20, Jack Navarra. (8 boats)

RYC Small Boat Midwinters

Attendance at the first Richmond YC Small Boat Midwinters on December I was light due to a conflict with Thanksgiving weekend. Fortunately, the wind was fairly



Design, to the two years he spent sailing about the Pacific on Spirit. Fifty of Holland's exciting new 11 Metre's have been built in the last year, most of them staying in Sweden, where they are built. Several are now in the United States, and one — Paul Kaplan's Sight Unseen — is now sailing on the Bay. "They're not for sale in this country until sometime this spring," explains Kaplan, owner of City Yachts. "We're still testing

them, determining class rules, and perfecting production methods."

Vital dimensions of the new boat are: 33'8" LOA, 8'2" beam, 5'1" draft (bulb keel), 450 square feet of sail area and a mere 3,600 pounds of displacement. The boat's current PHRF rating of 66 — which Kaplan feels is a bit harsh, especially in winter indicates her speed potential. With only four crewmembers allowed due to an 800 pound crew weight limit, there's plenty for everyone to do, especially when the huge masthead kite drags the boat off on a screaming plane. "They're a real kick to sail," claims Paul. Ron Holland must think so, too: at this stage in his career, he can afford any boat he wants — but he just bought an 11 Metre. His four daughters will crew for him.

Sled wrap-up: Roy Disney's Pyewacket was the decisive winner of the 1991 ULDB 70 Season Championship Series, tallying 136 points in the best 7 out of 9 series. The rest of the top ten shaped up as follows: 2) Silver Bullet, 110.5; 3) Evolution, 101.5; 4) Blondie, 79.25; 5) Taxi Dancer, 71.75; 6) Grand Illusion, 64; 7) Starship I, 60.25; 8) Kathmandu, 54.5; 9) Holua, 53; 10) Cheetah, 51... Peter Tong (Blondie) is the proposed president of the class next year. He should be voted in at the annual owner's meeting on January 11 at Newport Harbor

YC... For the Manzanillo Race, San Diego YC has imposed an IMS rating cap of 490, giving the sleds a greater speed potential than any IMS entries (will the TransPac YC follow suit?). Incidentally, along with the usual prizes, overachievers in the Manzanillo Race will be awarded 3-5 day vacation packages in places like Cancun, courtesy of Westin Hotels. Beats a pickle dish any day!

Got the need for speed? Call San Rafael resident **Dee Smith**, who's decided to stick closer to home in '92, citing family responsibilities and maybe a little burnout from his 'road warrior' days on the grand prix circuit. Smith recently set up a consulting service for local racing boats, with the idea of optimizing the client's boat, training the crew and generally whipping the program into shape. "It's basically what I've been doing all along on one tonners, two tonners and 50-footers," explained Dee. "I'm looking forward to being home awhile — last year alone, I went to Europe six times, Japan twice and the Caribbean once."

Smith's been sailing on Bravura (as the tactician in the Admiral's Cup), Container, I'm Sorry (ex-Bravura) and Amsterdamned, to name but a few. He's filled with good war stories, and we'll be catching up with him in the near future. In the meantime, if you want to benefit from Dee's go-fast expertise, call

MIDWINTER RACE RESULTS

light, too, allowing three pleasant races on two different race courses (as usual, bigger boats sailed outside the breakwater, smaller ones inside).

Two classes competed for the first time: catamarans (Bill Erkelens the Elder sailed a Prindle cat to victory over various sizes of Hobies) and Bytes, which are like mini-Lasers for lighter sailors. The best record of the day was posted by Al Sargeant, who swept the 15-boat Laser fleet.

If you missed the first weekend of the RYC series, don't panic. There are three more days left in the casual series (1/5, 2/2, 3/1) and an undetermined number of throwouts. Racing on the inside track normally begins at 11 a.m., outside at 1 p.m.— so show up early. The entry fee is a ridiculously cheap \$4 per day, cheap hamburgers are available at the clubhouse at noon and the bar's open afterwards.

"At these prices, you can't afford not to join us!" claimed race official Caroline Green.

505 — 1) Edwards/Shelton; 2) Miller/Heckman; 3) Maloney/Sutton. (6 boats)

International Canoe — 1) Erich Chase; 2) Del

International 14 - 1) Larry Craig; 2) Dave

Butler; 3) Rand Arnold. (6 boats)

Thistle — 1) Kris Vogelson. (2 boats)

Star — 1) John Kostecki; 2) A. Gibbon. (4 boats)

Wylie Wabbit — 1) Colin Moore; 2) Ben
Costello; 3) Bill Erkelens. (7 boats)

Laser — 1) Al Sargent; 2) Jonathan Howell; 3)
Don Nazzal; 4) Tom Dobroth; 5) J.P. Cling; 6)
Melinda Erkelens. (15 boats)

Snipe — 1) Ned & Matt Niccolls; 2) Spencer Allen. (3 boats)

Fireball — 1) Kevin Ren; 2) Brett Hemus. (3

Laser II - 1) Bart Harris. (2 boats)

Byte — 1) Michele Logan; 2) Harriet Scampoli. (4 boats)

FI - 1) Karl Paulsen, (2 boats)

Sunfish — 1) Bob Cronin; 2) Bob Rutz. (4 boats) El Toro, Jr. — 1) Skip McCormack; 2) Jeff Loomis; 3) (tie) Paul Saitto and Jason Martin; 5) Eric

Pfirmann. (15 boats)

El Toro, Sr. — 1) Dennis Silva; 2) Aad Rommelse; 3) Jim Warfield; 4) (tie) Chris Gasparich

and Fred Paxton. (23 boats)

Catamarans — 1) Bill Erkelens, Sr.; 2) Wayne Mooneyham; 3) Jim Dadjak; 4) George Pedrick. (10 boats of various types)

Santa Cruz YC Midwinters
Writes our Santa Cruz correspondent Pat

Eastman, "The weather gods smiled on the Santa Cruz YC Midwinters on December 14. Under sunny skies, two gorgeous races were held in westerlies that built from 10 to 25 knots, enough to blow the froth off 6-foot swells that were perfect for surfing. By the second race, most boats were down to reefed mains, #3 jibs and... just kidding!

"In reality, it was a typical midwinter regatta — the wind for the first start was around 6-8 knots, dropping down to the 2-3 range by the second race. Despite the light air, some good battles were fought in each class, with Paso Doble, Hanalet Express and Cookle Monster leading their peer groups respectively at the half-way point in the series. And, yes, right as the boats headed back home, a fresh new westerly filled in..."

* RACE ONE:

'A' FLEET — 1) Kabala, Olson 30, Jay Bennett; 2)
Paso Doble, Olson 29, Rodrigo Leon/Mark Golsh,
3) Tsiris, Olson 29, Dan Nitake. (9 boats)

'B' FLEET — 1) Adios, Moore 24, Scott Walecka; 2) Hanalei Express, SC 27, Rob Schuyler/Roger Sturgeon; 3) Snafu-U, Moore 24, Mark Berryman. (14 boats)

'C' FLEET — 1) Imajination, J/24, Ed Healy; 2) Cookie Monster, Dave Jones; 3) Pau Hana, J/24, Cliff McNamara. (9 boats)

THE RACING SHEET

him at (510) 776-6605.

Carrying on: Yachting magazine will continue to run five major sailing events around the country despite the loss of Audi of America as its benefactor. The regattas are Key West Race Week (Jan. 19-24), the Yachting Cup at San Diego YC (May 29-31), Block Island Race Week (June 21-26), Whidbey Island Race Week (July 19-24) and Solomans Island Race Week (August 16-21). Yachting will take on the title sponsor role; associate sponsors will include North Sails, Mount Gay Rum and Ray-Ban Sunglasses. Recession? What recession?

Kids in Kiwi-land: The StFYC youth team of Forrest Fennell, Josh Hardesty and Mike LeRoy ended up third overall in the 1991 Nutrasweet International Youth Match Racing Championships in Auckland, NZ, in late November. Ten teams from five countries competed in the second annual running of this event, once again sailed in Eiliot 5.9s. Host Royal NZ Yacht squadron won the windy series, with Royal Prince Alfred YC of Australia second. "We were closer than the results indicate," said coach Patrick Andreasen. "Our guys were hot—they'll be heard from again."

Back to school: Race committee members, as well as racers interested in



'Mr. Sunfish' — Darryl Coe, SBRA Yachtsman of the Year.

seeing the other side of the game, are invited to participate in two annual seminars hosted by YRA: The Race Management Seminar (GGYC, January 18, 9 a.m.-5 p.m., free) and The Protest Management Seminar (EYC, February 29-March 1, 9 a.m.-4 p.m. each day, small fee). These popular seminars started in 1983, thanks to the efforts of Bob Thalman, Roger Eldridge, Tom Allen, Kurt

Brooks and others. The seminars are one of the requirements for obtaining CRO ('certified race officer') status on the Bay. "These seminars, and the CRO program in general, have helped race committees make fewer errors," explained Thalman. "We used to handle 20 or 25 appeals a year, usually against the race committee. We only got three this year." To learn more about these seminars, call YRA at 771-9500.

Yo, kids! The Snipe Junior Challenge is about to begin. Starting on February 15, Snipe Fleet 12 will sponsor this new 10-regatta, 35-race series for Bay Area junior sailors (ages 13-19). The regattas will be held in conjunction with existing SBRA, yacht club and fleet series (e.g., Clear Lake Regatta, NCYSA, Bemis Area G's). The best two teams will be sent to the Junior Nationals in Alamitos Bay in August. So beg, borrow or steal a Snipe, and call Vince Casalaina at (510) 841-8524 for all the details.

Big kahuna: Darryl Coe, the Foster City sailor credited with reviving the local Sunfish fleet, was recently honored as the SBRA Yachtsman of the Year. (The Clear Lake Regatta won Regatta of the Year.) Coe, a member of Diablo Sailing Club and the commodore of the United Airlines Sailing Club, has almost singlehandedly 'grown' the Sunfish fleet up to as many as 20 boats on the line again. His home on the Foster City Lagoon is also the spiritual center of Sunfish Fleet 747, the UASC's aptly numbered fleet. "We've had as many as 19 boats stored in my backyard," says Darryl. "Right now, I only count 11, of which four are mine. People think I'm in the boat rental business!" We'll have more on Coe, the United Airlines Sailing Club and the Foster City Sunfish scene in an upcoming issue.

Quote of the month: "I wish to have no connection with any ship that does not sail fast, for I intend to go in harm's way." — John Paul Jones (1747-1792).

MIDWINTER RACE RESULTS

RACE TWO:

'A' FLEET - 1) Tsiris; 2) Daisy, SC 40, John Buchanan; 3) Kabala. (9 boats)

'B' FLEET — 1) Hanalei Express; 2) Kurzweile, SC 27, Bret Gripenstraw; 3) Summertime, Moore 24, Bob Larson/Dennis Bassano. (14 boats)

'C' FLEET — 1) Runnin' Slow, J/24, Darryl Louis; 2) Cookie Monster; 3) Pau Hana. (9 boats)

SCC Midwinters

The five-race Sausalito Cruising Club midwinter series got off to a beautiful start on November 23. Sunshine, sparkling water and a moderate 10-15 knot northerly greeted the 40 boats that showed up at Little Harding for the start. Luckily, the race committee had an appropriate 5.6-mile course for the conditions (to Knox, then Belvedere Point and downwind to Little Harding, twice around), though the big boats arguably could have used a longer course.

"It was a beautiful day on the Bay," observed race chairman John Ruffino.

DIV. 1 — 1) Hot Flash, J/30, George Kokalis; 2) Ruckus, Newport 30 Mk. II, Paul Von Wiedenfield; 3) Delos, J/24, Ted Gallup. (9 boats)

DIV. II — 1) Gabbiano, Islander 28, Chuck Koslosky; 2) Perezoso, Excalibur 26, Denny Sargent; 3) Sybaris, Santana 22, Mike Wilson. (8 boats)

DIV. III — 1) Cutty Sark, Aloha 10.4, Maxwell Richardson; 2) La Boheme, unknown, Bill Pendola. (4 boats)

DIV. IV — 1) Galante, Nordic Folkboat, Otto Schreier; 2) Tackful, Santana 22, Frank Lawler; 3) Inshallah, Santana 22, Shirley Bates. (8 boats)

RANGER 23 — 1) Impossible, Gary Kneeland; 2) Last Chance, Roger Eldridge, (5 boats)

BEAR — 1) Little Dipper, Joe Bambara; 2)
Sugarfoot, Paul Zupan. (6 boats)
GOLDEN GATE — No starters.

Vallejo YC Midwinters

The third of five races in the small VYC Midwinters occurred on December 14 in a gusty southeasterly and raging ebb. Only 15 boats sailed the 9-mile course, which began with a beat out the river to the Carquinez Bridge, then downwind to Davis Point (the oil platform), then upwind to the Maritime Academy, followed by a spinnaker reach back to the clubhouse.

DIV. A — 1) Xa Ta C, Olson 29, Bill Sweitzer; 2) Freestyle, C&C 33, Dave Jones; 3) Sleeper, O'Day 27, Gary Cicerello. (13 boats)

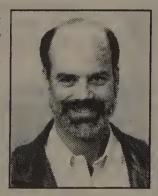
DIV. C—1) Barbados, Ranger 23, John Arlsman. (2 boats)

WANT TO KNOW WHY THE SAME PEOPLE WIN ALL THE RACES?

Learn the secrets from a professional, Dee Smith.

- Crew Techniques What is the best way to tack?
- Boat Evaluation bottom, keel, rudder, winches and running rigging.
- Independent Sail Evaluation What you really need to know.
- Driving tips and techniques that will make you faster.
- Tactics How to get going the right way and use your competition
- Rating Optimization Are you giving away seconds per mile?

In the last 4 years, Dee has organized, trained and tuned some of the most successful boats in the world. Have him sail with your crew for one weekend and see the difference in your boat's performance.



Call For An Appointment

Dee Smith & Associates

Telephone & Fax

(415) 776-6605

MARION WINNERS

GREAT SAILS & GREAT SERVICE FROM SAILS BY MARION HELPED THESE BOATS WIN IN 1991.

Abigail Morgan Express 27 Advantage II J-29 Alchemy Olson 25 Allure Santa Cruz 50 Bottom Line Olson 30 Breezin' Yamaha 33 Baird's Boat Mercury Crinan C&C 33 Current Affair J-35 Daisy Santa Cruz 40 Dance Away Santana 35 Diana Santana 22 Dragonfly Express 27 First Class Express 37 Baltic 38 DP Gemini J-Spot J-29 Jammin' Express 27 Jarlen J-35 One Tonner Jazz Liquid Gait Olson 30 Express 34 Marakesh Moonlight Express 27 My Rubber Ducky Hobie 33 Hawkfarm NightHawk Pazzo Express Express 37 Pearl Olson 25* Pocket Rocket PR 24 Rude Dog Olson 911 Screwball Fireball Schockwave Santana 35 Showtime Olson 25 Surefire Frers F-3 Svendle Carrera 38 Swell Dancer Santana 35 Swiftsure Frers 58* Terminator | Serendipity 43 Twilight Zone | Merit 25 Vandal / Mercury Warhawk Hawkfarm Wide Load Santana 35 Wildflower Santana 35
Wind Blown Hare Wylie Wabbit Wolfpack Donovan 30 Zephyros Olson 30 *portial inventory

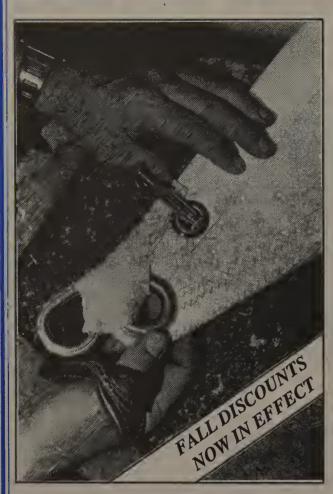
Consider Marion's "batting average."
Races won per sail on the course is <u>very</u> high – it's worth thinking about.

Marion sails get results. Ask the winners who use them or call Dick Pino or Howie Marion.

MARION

(510) 523-9411 Fax (510) 523-9433

SAILS BY MARION: Sails, Recuts, Repairs Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501 Mail: P.O. Box 4014-281, Alameda, CA 94501



Sutter Sails

Quality Sails for 40 Years

Made right here in the Bay Area.

When you want service, quality, value and experience, please give us a call or come by.

- Performance Cruising Sails
- Racing Sails
- Traditional Sails
- Repairs & Recuts

Pro-Furl Furling & Reefing Systems

- Roller Furling Conversions
- Used Sails



(415) 332-2510



HARBOR DRIVE (Above West Marine) P.O. BOX 927, SAUSALITO, CA 94966











SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all typea, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write: CALIFORNIA MARITIME ACADEMY FOUNDATION, INC. P.G. Box 327 Joanne Cech 1-800-472-2623 Valleio, CA 94590



1992 Racing Schedule

January 25 3 Bridge Fiasco	June 27Singlehanded Transpac
March 28S.S.S. Farallon	July 25South Beach
June 13 In The Bay Race	October 3-4Vallejo 1-2

For further information, contact



Singlehanded Sailing Society:
Post Office Box 1716 • Mill Valley • CA 94942

Commodore Dan Benjamin – (510) 443-3213 Vice-Commodore Pat Zajac – (415) 232-9965 Transpac Race Chairman Jeff Arnst – (408) 996-2461

Free seminars will be held at the Oakland Yacht Club on the second Wednesday of every month through June, from 7:00 to 10:00 p.m.

CHANGESIN

With reports this month on the Atlantic Rally for Cruisers; on Hawaii by Accomplice; on a voyage from Tonga to Fiji by FellowShip; on living aboard in Florida by Michaelanne; on the summer in the Sea of Cortez by Serendipity; on life in Pago Pago by Saltflower; on Dana Prentice's latest nautical adventures; on Oscillation Overthruster's fun at Baja's Enchanted Islands; on Bounty's dash to La Paz and back; and lots of Cruise Notes, including information on hurricanes in Samoa and French Polynesia.

Atlantic Rally For Cruisers Canary Islands To St. Lucia

In its sixth year, the 2,700-mile Atlantic Rally for Cruisers (ARC) remains popular, as 118 yachts from 18 nations crossed the Las Palmas starting line on November 24. Most boats were expected to have finished at the Caribbean island of St. Lucia by Christmas.

As has been the case in the past, the rally features a wide variety of boats. One of the smallest is the single Russian entry, the 25-foot steel Joy. Home-built by Vitali Bodnarenko and Marina Odinskaja on the Volga River, the couple plan to continue on around the world upon conclusion of the rally.

Among the larger and faster boats is the



A lovely lady drives 'Beatrice of D' across the Atlantic. The Tayana 55 did the 'rubber band' Caribbean - Med circuit this year.

75-foot ex-Whitbread contestant, With Integrity. Rosie Rigby, the maxi's skipper, is the only female skipper in the rally. Other

large boats entered, which has been an ARC trend, include two Ocean 71s, two Oyster 68s, a Palmer-Johnson 80, a Dynamique 80, a Swan 65, a Baltic 64, a Gem 61, and a Trintella 57. While this year's fleet still had a good number of boats in the mid 30-foot range, the average boat entered was about 45 feet.

Since most entries take the racing aspect with a grain of salt, crews are of all ages. Nineteen of the participants, for instance, are under 16-years of age. Luke and Thurston Wolf of the 35-foot Still Waters nearly tie as the youngest; the twins are two years old. Five participants are over the age of 70, led by spry 78-year old Aubrey Long aboard his Sun Fizz 38 Solitude.

British sailors are enthusiastic as ever, and their 63 entries make up over 50% of the fleet. But as the Wanderette, a native of London, reminds us, "If you lived in chilly England, you'd flee to the tropics, too!" There are 11 entries from Germany, nine from the Netherlands and a paltry four from the United States: Alexander Grieve on Aniasuma, an Oceanis 430; Jim McGarry on Bellavia, a Spray 36; Jack Roberts with Strebor, a Bristol 41, and Gary Naigle aboard William Barron, a CT-41.

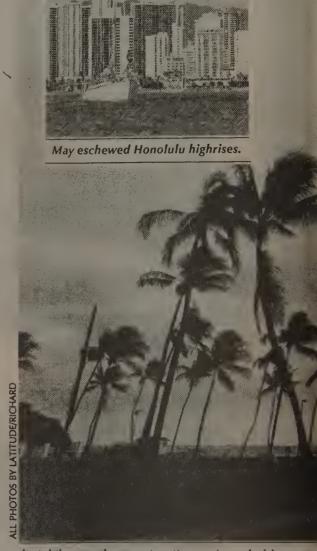
While the ARC has had a few detractors over the years, it's obviously been popular with quite a number of mariners and vessels. Alexandra, Avivi, Beatrice of D (a Tayana 55 the Wanderette sailed eastbound across the Atlantic this spring), Elysia, Happy Girl A, Tournel of St. Mawes, Venture and White Hound all are back for a second ARC. Ocean Venturer is sailing in her third rally, while the Ocean 71 Santana is entered for a record fourth time.

The ARC is sponsored by World Cruising Ltd. of London, which also is putting on the America 500 and Europa '92 rallies.

— latitude 38

Accomplice — Herreshoff 29 Paul May Valdez, Alaska (Emery Cove, Emeryville) [Continued from last month.]

I cruised Maui and Lanai during February. Manele Bay on Lanai has a great beach and snorkeling area, but the large

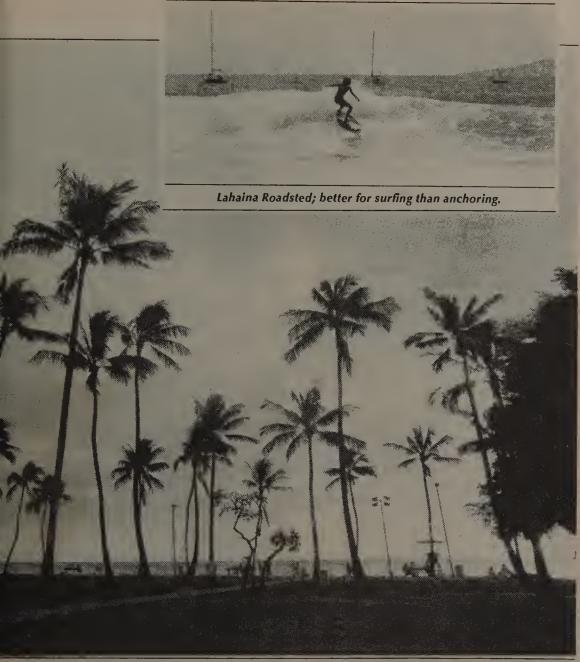


hotel then under construction — is probably open now and the beach overflowing with tourists.

The mountains behind Lahaina offer a gorgeous backdrop and the town has everything a sailor needs. Nonetheless, the Lahaina Roadstead gets my vote as being the worst anchorage I spent much time at. During the 14 nights I spent there, I was twice blown out to sea. Honolua Bay, on the north end of the island, was the only sheltered anchorage I visited on Maui. It's a good base from which to explore the north shore, but there's really nothing there but pineapple fields.

The best part of wintering in the Maui area are the whales. I saw so many humpbacks doing their bag of tricks that I actually tired of it and took my attention elsewhere.

The most laid-back of the Hawaiian Islands, Molokai was a great stop. The people were very friendly and didn't seem to care much about time — and it must have rubbed off on me: I-thought I'd spent a week there, but when I finally checked the calendar, two weeks had slipped by. After a



Hawaii: neither cruising paradise nor cruising hell.

while I moved 10 miles along the coast to the abandoned barge harbor at Lono. Formed by two breakwaters, there's good protection inside, but breaking waves across the entrance can hold you prisoner — as they did me — for a couple of days. But what's the hurry? There's nothing on either side of Lono for miles except sandy beaches.

Heading for Oahu, I skipped Honolulu in favor of Kaneohe Bay. I guess I just prefer jagged green palls to concrete highrises. I spent a month at Kaneohe Bay. Oahu has a good bus system, so I bought a month's pass and toured the entire island. The big city of Honolulu was just 40 minutes away by bus any time I wanted to go there. I'm happy I took the time to visit Keehi Lagoon by bus before going there by boat. Located on the leeward side of an industrial area and almost directly beneath the flight paths of the commercial airliners, I found it to be both very windy and unappealing.

I had a fine sail around the north shore of Oahu to Waiane, a small harbor with space

available for transients. The only problem is the pronounced surge in even calm weather. Waves break across the entrance of Waiane in west or south swells. Pokai Bay, just a half mile to the south, is considered a better place to anchor. It's calm and there is easy access to the town. I spent a few weeks in both Waiane Harbor and at the Pokai Bay anchorage, enjoying the many fine but lightly used beaches in the immediate area.

It was by now April and time for me to move on to Kauai. I crossed the Kauai Channel to the port of Nawiliwili, a calm harbor with space for transients. There are many gorgeous sights on Kauai, but it's difficult to get around without a car because there is little public transportation. Fortunately I had a friend on the island who gave me a grand tour.

My first sail to windward since having passed under the Gate was from Nawiliwili to Hanalei Bay on the northeast side of the island. Hanalei is subject to big surf in the winter, and as mid-April is considered a little early in the season, I was the first to put my anchor down. I had a couple of rolly nights

reminiscent of Lahaina as a result of some

distant storms, but in general it was a good anchorage. Hanalei Bay, as many have already written, is perhaps the most beautiful in Hawaii — and there is terrific hiking available on the nearby Na Pali coast. The beaches were lightly used and the skies were dry the couple of weeks that I was there.

Provisioning at Hanalei Bay is hard unless you have a car. If you do have wheels, there is good shopping for the long voyages to Alaska or the mainland.

In my opinion, Hawaii isn't cruising heil—but it's not cruising paradise either. The warm weather sailing was a pleasant, new experience for me, and I was surprised at the miles of unused beaches on each island. The crowds just don't stray far from the hotels or tour bus stops. Say what you will about Waikiki, it does serve a purpose. It's its own little ecosystem in which 90% of the tourists confine themselves.

On May 1, I raised anchor and set a course for Kodiak, Alaska. My beach towel has long been stowed and I now own a snow shovel.

— paul 10/15/91

FellowShip — Yamaha 33
Sally Andrew & Foster Goodfellow
Tonga To Fiji
(Fortman Marina)

[Continued from last month.]
Nuku'alofa, Tonga took us by surprise.
We expected a sleepy town, but instead were

Sally and Foster. They've been north to Alaska and now are in New Zealand. We're behind, but trying to catch up on their adventures.



CHANGES IN

constantly in fear of our lives! So many cars being driven on the 'wrong' side of the road by drivers who displayed no concern for the health of pedestrians. Several times Foster or I grabbed the other by the scruff of the neck, jerking back to extract one from the jaws of death on a Tongan street corner. But there could be worse places to die than Tonga, as the cemeteries are surrounded by banners and beer bottles. What a way to spend eternity!

The best sight on the island was the Houma blowholes — over a mile of gushing, surf-driven geysers. Waves batter the coral cliffs and shoot water over a 100 feet in the air! We also visited Tonga's 'Stonehenge' — the 109-ton stone archway called the Ha'amonga'a Maui, where we surprised the local Tongans by arriving by bus. Tourists usually travel by the ubiquitous taxis.

Getting Customs and Immigration clearance to leave Tonga was a frustrating exercise. Customs told us to get our immigration clearance first, which is the normal procedure in most countries. But after much fussing and raising of blood pressures, Immigration told us that the



Carved masks are popular souvenirs for cruisers visiting Fiji.

reverse was true. Not only that, they wanted to board our boat, after which we'd have just one hour to leave Tongan waters. We wanted to clear that afternoon and depart at dawn the next day, as is our usual routine.

So we returned to the harbor, cleared Customs and awaited the arrival of the Immigration officer, scheduled for 1500. We waited and waited, finally giving up at 1800. Would our weather window pass us by? 'Screw Immigration, we've got Customs clearance, let's just go,' we thought to ourselves. But when it came time to untie our dock lines, we chickened out. The next morning we made a phone call to Immigration and learned that the official had taken ill that day! So two policewomen came down to the harbor and gave' us proper clearance. Oh boy!

We set our course — Nuku'alofa' to Suva with the wind blowing a steady 20 knots from the southeast. Tradewinds! We steered swiftly and giddily downwind for 48 hours. We were going to get to Suva fast! Then the wind died and we became becalmed for 36 hours! The ocean flattened out and was comfortable, but the point was driven home once again: you can't ever trust ETA's when you're depending on the wind. But maybe I had jinxed us. I had psyched myself up for a fast ride, but invariably when that happens the wind dies. Had I prepared myself for a slow but comfortable trip, we would have gotten a gale. It's another Law of the Sea that I've learned.

We made it safely into Suva Harbor and entry formalities went smooth and simple—other than having to tie alongside a dock designed for huge ships. After clearing, we anchored at the Royal Suva YC with boats from Sweden, the United Kingdom, France, Germany, Ukraine, Japan, Italy, Canada, New Zealand, Australia and the good ol' USA. We'd already crossed paths with many of these boats in Tonga. In traditional cruiser fashion, we did our best to ingest cold Fiji Bitter while catching up on all the latest news. It's a tough life.

"It's raining, it's pouring, the old man is snoring." That's how life is on the windward side of Viti Levu, except the 'old man' claims he never snores. But the rain does come down in buckets! We filled the water tanks in record time, scrubbed the boat and did laundry. The sun appeared just long enough to dry all our shirts, shorts, towels and underwear. Hallelujah! With clean clothes and full tanks we were ready to leave Suva for other exciting parts of Fiji at any time.

Suva is an exciting city, full of ethnic variety in foods, goods, people and services.



As we suspected, the fierce, cannibalistic Fijian tendencies were a thing of the past. The ethnic Fijians greeted us with Bula! Bula! (hello) as we walked along the street. The Fijians of Indian descent weren't as quick to smile or say hello, but once engaged in conversation became very inquisitive and demonstrated a good knowledge of the world.

Fiji, and especially the 70,000 person capital of Suva, is a cultural melting pot, with Melanesians, Polynesians, Micronesians, Indians, Chinese and Europeans. It's a fascinating place to visit with a mind-boggiing diversity of cultures and artifacts.

As if to mirror the land population, cruising boats from around the world congregate in Fijian waters at the end of the Austral winter, meaning September and October. It's then that boats cross paths: first year South Pacific cruisers arriving from Mexico and the Canal; Kiwis and Aussies direct from their home countries or via Tonga; and, a big contingent of second and third year South Pacific aficionados. Some of these folks spend just a few weeks in Fiji, some spend months, some the entire season.

The attractions are many. The beaches

LATITUDES



and diving are great. So is the hiking, sailing and shopping. But at the end of the season almost everyone heads to their chosen hurricane hole. The majority of cruisers decide on New Zealand or Australia. The more intrepid types head west toward the Solomons, Papua New Guinea, then north to Kiribati, the Marshall Islands, Kapingarmarangi, Guam and Japan, or back to Hawaii. One couple we met were headed for Russia! Only a few yachties leave their boats in Fiji for the hurricane season: it's pretty dicey.

The current state of affairs in Fiji is a thorn in every cruiser's side. Eighty-three percent of Fijian land is held under tenure by matangali, which are small tribal groups, rather than individuals. Consequently Fijian land can't be sold — even to other Fijians — although it's often leased for commerical enterprises such as resorts. The Native Land Trust Board handles applications for leases and collects the rent. The board is headed by a gentleman who also happens to be the Minister for Fijian Affairs. And, it is Fijian Affairs which issues cruising permits for Fiji, and which is responsible for instructing all yachties in the etiquette to be observed while

sailing in the region. Almost all land above and below water level is owned by a village, and consequently permission to fish, snorkel, hike, surf — even anchor or photograph — must be requested.

After two weeks of enjoying the 'fleshpots' of Suva, we decided to had north to Vanua Levu and Taveuni. Getting Customs clearance was straightforward; two forms in triplicate to be filled out and stamped. We than paid our first mandatory visit to the office of Fijian Affairs. In the waiting room we found the crews of two other yachts -one from Australia and one from New Zealand. Both were pissed off. It was Friday, the weather was looking good for taking off, but nobody from Fijian Affairs was there to check us out! We gave up and hoped the weather would hold until Monday. The following morning we were green with envy as we watched the four others, who had raised hell to get a higher muckety-muck to give them clearance, sail away from Suva, leaving us in their wake.

On Monday, we walked all the way back to the Office of Fijian Affairs and finally got our permit — and a lecture on Fijian customs: no hats in villages, no sunglasses in houses, no packs on backs, bodies to be covered with clothing (lavalavas recommended), no tank tops, anchoring only off villages, and most importantly, sevusevu must be performed to the headman at each and every village visited.

Fijian custom dictates kava drinking, and part of that traditional involves performing sevusevu to the chief of any island or village visited. Sevusevu is the delivery of party goods, excuse me, the presentation of kava, to the village chief. The national drink of Fiji, kava is served in government offices and at the markets. Consumption of 10 or 20 mbilos (cups) of the stuff is said to relax you after a hard day's work in the bush. It looks like dishwater and to western palates tastes even worse. We stocked up on 21/2 kilos of the stuff — seven bundles of four-foot roots. We got a lot of smiles from the Fijians as we walked back to the yacht club. The equivalent in the states would have been walking down the dock with four cases of beer. We looked like we were ready to party! - sally 10/10/91

Michaelanne — Islander 36 Mike & Anne Kelty Floating In Florida (Northern California)

We and our Islander 36 have been in the Tampa Bay area since May of 1989 so our son, James Brian Kelty, could attend high



The Keltys interuppted their cruise in Florida so their son James could finish high school with his peers.

school on land, and to make some upgrades to our boat.

Boy, were we thrilled when someone

CHANGES IN

passed two back issues of *Latitude 38* on to us — even if they were from February and March of 1991. We almost fell into complete homesickness; what saved us is that we are still intending to carry on cruising after our son graduates in 1993.

We have been berthed on the Manatee River in Bradenton, Florida since we arrived. Had we realized how shallow the water is in this area, we might have chosen another destination after transiting the Canal. But here we are, biding time, upgrading the refrigeration system, installing a watermaker and doing some cosmetic work.

Some observations from our cruise.

Costa Rica — Absolutely lovely! They speak a little more slowly than the Mexicans, so for those of us who still struggle to habla Espanol, it was easier to understand. The Costa Ricans are just as polite and considerate as Mexicans, and our experience there was positive. The in-country time limit for Americans was 30 days (unless an extension was obtained at the capital of San Jose), although the boat could remain for up to six months. From what we've read, this limitation has since been relaxed.

I particularly liked the carnecerias (meat markets) in Costa Rica, especially those in Puntarenas. They were cleaner and had lower prices than those in Mexico — where the prices had been delightfully low compared to the states. The variety and quality of cheeses that we were so lucky to find in Mexico were not available in Costa Rica, where most cheese is imported and very expensive. Queso tipico is similar to feta cheese, which didn't meet many of our culinary needs.

Never try to enter the Gulf of Nicoya when a northerly is blowing. Everyone talks about the Papagayos, and our crossing — with a partially furled jib — was a real adventure. But we misjudged the weather and tried to go from Playa de Coco to the Golfo de Nicoya one day too soon. The northerly blew us out of the Gulf of Papagayo, and we had a great reach until nightfall. By 2200, however, all hell had broken loose: 12 to 15-foot seas and 35-knot winds were blowing us — thank God — offshore. We sailed all night and got absolutely nowhere.

We should have heaved to, but we weren't sure of the tides and didn't want to get pushed too far out to sea. When dawn broke we were still struggling to keep the mouth of Nicoya in sight, having hardly



changed our position in 12 hours! We finally decided to get back under the headland at Punto Blanco. As soon as we reached the headland, of course, the wind stopped and the seas calmed. When we finally arrived at Bahia Ballena, we dropped the hook and slept for hours.

Panama — We sure wish we hadn't had to take a mooring at the Balboa YC, but that's the way it is. The taxis were expensive, but well worth it, as the drivers know how to get around. I was even able to get an advance of U.S. dollars — the official currency of Panama — on my credit card because 'Mingo, my driver, knew that the Chase Manhattan branch would accommodate me. This driver also took Mike around to each place he needed to go to get the paperwork completed.

We stopped at Porto Bello before heading out to the San Blas Islands. The historic spot fairly rings with the ghostly voices of the past, and we could almost see Henry Morgan trying to sail into the bay to loot the Spanish galleons while cannons boomed at him from both sides. The people have made the ancient (circa 1513) walls of the fort parts of

'Michaelanne' was once among the more than 150 Islander 36s on San Francisco Bay.

their homes. The church has an older section which is absolutely beautiful. The *Christo Negro* is a 'must see', but there is a strict dress code: no shorts for those who wish to go inside.

Florida - Why did we come to Florida particularly the Tampa Bay region, the lightning capital of the United States? We've asked ourselves that very question many times. We'd heard from some other cruisers that it was a pretty safe during hurricane season, that liveaboards weren't particularly frowned upon and that the economy was growing. The first two parts are mostly true. but the economy came as a shock to us. Jobs are scarce and mostly blue collar. We're both employed now, but it wasn't as easy as we had hoped and the wages are very, very low. While housing costs are said to be lower, we're still paying \$10/foot for a good liveaboard slip - which is about what we paid in California in 1987. Food costs about the same as in California.

Schools in Florida are overcrowded, under-financed, and have a very poor scholastic reputation. We were fortunate to

LATITUDES



find an affordable small private school for James. As a result, the gains he had made using the Calvert School correspondence system were not lost. Had we not found this school, we might have had to move somewhere else — but who knows where? Our son really wanted to attend high school with his peers, so we're committed to sticking it out until he graduates in 1993. He deserves it; he's a good kid, good crew and provided us with tons and fish and lobster.

The expertise of mechanics and other technical people here varies from mediocre to poor. We have come to think of the Tampa / St. Petersburg area as the "black hole of technology". Furthermore, everything and everyone is geared toward powerboats. We're told that it's better in Fort Myers, 80 miles to the south, and at Fort Lauderdale on the east coast.

We exchanged our Adler-Barbour Super Cool refrigerator for a Grunert holding-plate system. We have no complaints about the Grunert equipment, but the lack of skill demonstrated by the authorized distributor/dealers in this area was appalling. It's our opinion that we were lied to and cheated. And we got no satisfaction from Grunert; they say they guarantee their

equipment, not their dealers.

Our Islander 36 has a good soul and has tended to break down where we've been able to get her fixed with relatively little trouble. We had occasion to have our 1980 VW Pathfinder engine completely rebuilt this year, and were quite satisfied with the machine work.

Haul-outs are a bit of a problem. There are yards, but it's frustrating because most won't let you do your own work. The yard we went to this summer charged \$25 for each lay day and about \$4/foot in and out.

The West System we'd put on the boat's bottom in February of 1986 has been breached, and have blisters once again. So we'll have to pull *Michaelanne* out in the spring, grind out the blisters, and reapply the West System — only thicker this time. This will require hauling the boat out to dry for about three months, so we're going to find a good place to dry store her while we take a land trip to the Smokey Mountains and Washington, D.C.

Well, it's only another 18 months before we're out of here, heading on to the Caribbean and Venezuela. In the meantime, we'd like to read a real sailing magazine again, so enclosed is our subscription.

- anne 11/15/91

Serendipity — Flicka 20 Mike & Trish Summer In The Sea Of Cortez (Tucson)

Six months ago I promised to write and tell you what cruising on a 20-foot Flicka is really like. I'm still not sure yet, so I'm requesting a research grant to continue my investigation. Meanwhile, I'll update you on our summer in the Sea of Cortez.

Trish and I trailered Serendipity 300 miles down the mainland Mexico coast to San Carlos. It was uneventful, as there is now a four-lane divided highway with light traffic. The marina at San Carlos has become quite an operation, complete with a 10-ton crane. It's a bit expensive and the whole area is beginning to remind me of the 'new' Cabo San Lucas. I fully expect to see a Burger King in San Carlos in the not-too-distant future. But if you want to trailer a boat to the Sea of Cortez or leave it in storage, you can't beat San Carlos.

We sailed across the Sea to Conception Bay, with Trish doing fine on her first overnighter. We spent a few days there and another at Domingo Point. She kept saying, "Let's go," and I'd say, "But honey, we're cruising." And she'd say, "Well, let's go cruising." Fortunately we met some folks in San Juanico, so Trish wanted to stay and I finally got some rest.

The fun part was meeting Ebberhard from Muriva. He and his wife Renata came by to say 'hello' one morning, and as we talked he told us about all the puffer fish swimming beneath our boat. When he told us how wonderful they were to eat, we figured he was crazy: everybody knows they're poisonous! Well, before you know it the folks from The Nick of Time and Abentot showed up and we all started fishing for puffers. It wasn't long before the folks from the south anchorage showed up and we had seven dinghies and 18 people around my 20-foot cruising yacht.

To make a long story short, we caught some puffers, Ebberhard cleaned them and Trish cooked them. We made Ebberhard eat some. When he didn't die, the rest of us tried some. None of us died or got sick, nonetheless, I personally don't plan on dining on puffer again.

We continued south for a date with July's total eclipse of the sun in La Paz. It certainly



Research can be difficult work, but Mike of 'Serendipity' seems to have the knack for making the best of it.

lived up to its billing, as I've never witnessed anything so spectacular. I got goose bumps when the eclipse became total, making it

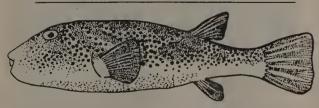
CHANGES IN

dark enough to see a few stars. The planets Venus, Mars and Jupiter were plainly visible and in a vertical line next to the corona. To top it off, the horizon, in all directions, looked as though it were sunset!

We spent too much time and way too much money in La Paz, so at the end of July it was time to head north to Puerto Escondido for the cruisers' famed Crab Drag Races. We heard the Crab Drags were great again this year, but Trish and I didn't make it. A bunch of us cruisers stayed at Aqua Verde and had a potluck and a small party of our own. As Bruce from Antigua explained: "Never in my life have I sailed to a crowded, potentially rolly anchorage on purpose."

From Aqua Verde we continued on to Puerto Escondido. I know that some folks will disagree, but in my opinion it's the black hole that swallows cruisers. Puerto Escondido is nice and pretty, but I wouldn't want to spend more than a day or two there. Nonetheless, it was the birthplace of the Escongringos, a sultry live band consisting of Carl from Cap-n-Kid, guitar player extrordinaire, Gene and Matty from Makaria, harmonica and guitar virtuosos respectively, and of course me, the humble lead singer, front man and all around good guy. We invited the whole anchorage over to the Tripui Trailer Park; unfortunately they all showed, so we had to play. But between our raw talent and the healthy two-for-one happy hour margaritas, we were a rousing success. Watch out, Jimmy Buffet!

The next high point of the summer was the September 16th Mexican Independence Day celebration in Santa Rosalia, with 16 cruising boats anchored in the town's small harbor. Without a doubt, the crews off these 16 boats were the nicest I've ever met.



If you're careful, eating puffer fish may not kill you. But don't look for it as 'catch of the day' at Spengers.

Everyone went into town where there was a dance with a Latin band, lots of good food and drink, and all the kids with sparklers. The entire complement of Escongringos was present, so the second of last year's Summer Concert Series was given in the Barney &

Mary Memorial Palapa at the marina.

But that wasn't the end of the fun. Imagine 16 boats anchored where only 10 really fit, add a ferry boat coming and going twice a week, add a fuel barge with half a million gallons of gasoline, then just for kicks, toss in a *chubasco* at 0630. And we call cruising fun!

We planned to stay in Santa Rosalia for four days, but ended up spending two weeks. Trish finally understands what 'cruising' means. Santa Rosalia is really a great town, with the steel church designed by the Eiffel of the Eiffel Tower fame and the best exquizitos (the stand next to the old Conasupa) in the solar system.

We then headed south again, spending a week in Conception Bay. Heck, it took us four days to cover the 15 miles from Santa Rosalia to Punta Chivato. Finding and eating scallops, clams and cockles takes lots of time! Then we anchored off the Mulege and dinghied into that oasis town for provisions. What fun! The river, which is lined with mangroves, then date palms and finally cactus, makes the transition from lush to desert in about a mile.

Now that it's 1992, we should be on the mainland coast of Mexico looking for more fun and excitement.

- mike & trish 11/25/91

Saltflower — Gulfweed Ketch Bruce Westrate Pago Pago, American Samoa ('G' Dock, Ventura)

It's been a few years since I've written to Latitude or seen the publisher on 'G' Dock in Ventura, where we both kept our boats. I'm now hanging on a mooring in Pago Pago for the December to March hurricane season. And if I don't find more work here, I'll probably move on to Australia next May. But then, who knows?

Pago Pago is an Industrial harbor, so most yachties don't like it. The local government doesn't encourage tourism, so people don't stay too long. Nonetheless, the island Is beautiful, the people are friendly, and the Pago Pago YC is a great place to hang out on Friday nights. So what's the hurry? One acquaintance at the yacht club told me, "It was 20 years ago I sailed here, Intending to stay a month." He's since sailed all over the South Pacific, but he keeps coming back.



Having read the November Latitude — which Ruth Jones forwards to me — two things spring to mind:

First, I'm not much for cruising rallies or 'cruising in company'. But that's my personal like/dislike. Some people seem to have the attitude that it's all right for them to visit remote islands, but definitely not for anyone else.

The truth is, nobody puts a load on the local economy of remote places if they bring everything with them. Expecting to resupply at lightly populated, out-of-the-way places is sheer stupidity. Supplies often come to these places once every month or two, and if the ship has a problem, they can get skipped over.

When we came down from Hawaii this year, we stopped at Palmyra, which has 18 workers. They hadn't seen a supply ship in six months. The last supply ship to Fanning Island, which has a population of 1,000, had been there 45 days before.

Nonetheless, the people on both islands were happy with us because we had enough on board to help resupply them with a few things they had run out of. Remember, to islanders, anyone who owns a boat big enough to cross oceans is rich. They could never accumulate enough money to even imagine cruising, so ipso facto, cruisers are rich. You don't have to give them the kitchen

LATITUDES



Bands, parties, weddings — something was always happening at Ventura's 'G' Dock. It probably still is.

sink, but donating old fishing gear and the like to the pool of goods on the island will reap rewards beyond expectation.

Second, there were some discrepancies in the Changes item about 'G' Dock in Ventura. Greg Puley is Greg Porter. My Saltflower is marconi-rigged, not gaff-rigged. My last name is Westrate, not Westrake. But knowing 'G' Dock people and what they probably forced Latitude's Roving Reporters to drink...hell, it's a miracle they woke up the next day, let alone remembered anything.

'G' Dock in Ventura is the most fun place I've ever lived! I enjoyed five years there after returning to California from Hawaii in 1985, and have some great photos and memories of all the outrageously good times. If the whole world followed the 'G' Dock philosophy, we'd all have a great time while it fell apart!

As California and the whole United States gets more restrictive and unfun, I have advocated a general migration of 'G' dockers to Pago Pago. It's inexpensive here, and the locals, both Palagi and Samoan, understand our lifestyle better.

To everybody in the Bay Area who might remember me and Saltflower, I offer a big

talofa from Pago Pago. I'm happier being broke here than I was making good money in California! If there's anyone from up there—preferably female—interesting in cruising from American Samoa to Brisbane next May, write me care of General Delivery, Pago Pago, American Samoa 96799.

P.S. Sink the BCDC!

— bruce 11/30/91

Bruce — We understand that Pago Pago got clobbered by cyclone Val in December, with lots of boats being driven up on the beach. We and all your 'G' Dock buddies are keeping our fingers crossed that you and old Saltflower made it through intact.

For more details on Val, see this month's Cruise Notes.

Dana's Doings
Dana Prentice
Europe And Route de Rose
(Venice, California)

Easily one of the most peripatetic West Coast female sailors, veteran racer, cruiser, boat deliverer and charter hostess Dana Prentice called to describe her most recent adventurers.

She spent most of November 1990 to November 1991 working on a 85-foot motorsailor in Vilamoura on the south coast of Portugal. "It's a lovely place with beautiful beaches," says Prentice, "but the boat I was working on didn't move."

While working on the boat, she spotted a sailboat with a U.S. flag enter the harbor. It was Don and Madeline Johnson of Santa Cruz aboard their Halberg-Rassey La Perouse — Prentice had met them two years before in the Canary Islands. They gave her a copy of the most recent Latitude.

When October rolled around, Prentice got a call from Florida's Dick Jason to sail on his Swan 44 Pride in the Niourlarge, a South of France Regatta that has exploded in popularity. Started just 10 years ago after a bar argument between Jason and the owner of the 12 Meter Ikra over the relative merits of their boats, Niourlarge now attracts upwards of 200 entries — plus another 100 yachts that come to hang around. The boats are of all types, with a major emphasis on magnificent old wooden yachts, as well as 8, 10 and 12 Meter boats, and various IOR machines

"It's not barefeet and bikini casual like Antigua Sail Week," reports Prentice. "It's more formal, more stiff. Some owners have a trumpet player or string ensemble serenade their yachts as they return to the harbor. And between races people hang out at places like the Club Cinq-a-Cinq on Tahiti Beach on the Med side of St. Tropez."

It must be fun, though, as Prentice was



After three Niourlages, Prentice sailed across the Atlantic to St. Barts. She's already crossed the Pacific to Hong Kong and sailed the Aegean.

doing it for her third year in a row. Then the question became whether she'd return to work on the motorsailor in Vilamoura or join



for the Route de Rose rally from the South of France to St. Barts in the Caribbean.

"I decided to sail across the Atlantic aboard Nicole," said Prentice, because the week long Niourlarge just whetted my appetite for sailing. Besides, sometimes a girl just has to go to sea!"

It turned out to be a wise decision, as they had a magnificent trip to St. Barts. "It took us 17 days and three hours, and the conditions were so beautiful that we were able to carry the chute for 15 of those days. Usually boats head a little south to pick up the trades, but we were able to sail right up the bum - and still had consistent 15 to 20 knots of wind. It was one of my best trips, with good conditions and good energy on the boat we even set a mizzen spinnaker! The crew consisted of three women — including Carol Wright, a nurse from Los Gatos — and just two men."

Nicole was the first of the Route de Rose boats to arrive in St. Barts - they start at different times and sail at their own pace. An antsy Prentice flew back to California before the festivities — which are high-brow to say the least - got underway.

As of Christmas, she was getting calls to return to work on the motorsailor in Vilamoura. She expected to be back in Portugal by mid-January.

– latitude 38

Oscillation Overthruster - F-27 Gary Helms Islas Encantado, Baja (Northern California)

Most cruising guides are quick to point out that few sailors frequent Baja's Isla Encantado ('Enchanted Islands'), way are located far up the west coast of the Sea of Cortez, and for good reason. The San Felipe

'Oscillation Overthruster' may be spartan, but

good food still came out of her galley.

launching facilities are rough. The tidal range is 20 feet. Summers are blisteringly hot. And the cruising area to the south is not only almost uninhabited, it's one of the most remote places in North America.

I've been sailing Mexican waters for 23 years, and during that time I've seen most of her coastline, enjoying the variety and beauty. My favorite part is the desolate, almost primordial seascapes of Baja. So when my friend Bob Becket asked if I would like to join him for cruise in that area. I was quick to pack my sea bag.

Most Sea of Cortez cruisers never venture further north than Mulege - again for good reason. After a long trip around the western side of the Baja peninsula, the prospect of had a new trailerable F-27 trimaran, and his intention was to start from the northern end of the Sea of Cortez - launching at San Felipe — and then sailing down the west coast of the sea.

The border crossing was a snap. Because the F-27 is trailerable and because the first part of the trip was in Baja, no importation papers were required. So after about a fivehour drive from San Diego, we were ready to launch.

San Felipe launches are an adventure in and of themselves. Because of the huge tidal range, Becket decided it was worthwhile to pay \$25 at Ruben's RV Park to have the locals use a modified old Army 4x4 truck to launch the boat off the beach. It went easier than I expected.

After Bob stored his truck and trailer at the RV park for \$50 a month, we were ready to go. But since we'd already spent the day driving down from San Diego and launching the boat, and since it was raining off and on, we made for the protection of the stone jetty and commerical harbor at San Felipe.

It was still raining the next day, with the 25 to 30 knot winds you find on the Bay during the summer. The F-27 surfed along at a steady 10 - 12 knots, with occasional bursts to 16 knots. Becket had been telling me about these hot spring pools that are uncovered when the tide recedes at Puertocitos. After a day-long chilly sail both the air and water were about 65° — the hot springs sounded too good to be true. But with towels and flashlights in hand, we climbed over the volcanic rock-covered beach and found the steaming pools. They were so hot - about 104° - that they were almost uncomfortable. What a find on a cool December night!

The next day was a yawner. But even

IN LATITUDES



though the wind was light, we still managed anther 50 miles south to the Enchanted Islands. Because of their volcanic orgin, pieces of lighter-than-water pumice would break off the island. These pieces were found floating out at sea by early explorers, who thought it magical. Thus the name, 'Enchanted Islands'. Personally, I found the hues and unbelievable mixing of colors in the bright sunlight, and the stark, foreboding, almost prehistoric landscape, to be the most enchanting of all.

Bahia Willard, Bahia San Luis Gonzaga and Porto Refugio are the best natural harbors you can imagine. Able to lift our rudders and boards, we could take the F-27 right in to the beach, hidden from all the wind and waves. The few times we didn't park right on the beach, we'd row the dink ashore, never having to bother with the outboard.

We had a delightful cruise down to Bahia Los Angeles, where I had to get off in order to return home. The nearest Transpeninsular Fear not, there are still plenty of places in Mexico to anchor in solitude. Note the F-27 near the center of the photo.

whole time; just five or six pangas. Surprisingly, all the navigation lights along the coast worked. The F-27 is spartan for a cruising boat, but I liked it.

Becket's plan was to sail down to Cabo, over to the mainland, then back up the Sea of Cortez to San Carlos. After fetching his car at San Felipe, he will pick up his F-27 and trailer her back to California.

— gary 12/18/91

Bounty — Hardin 45 Dr. Bob Schemmel Santa Cruz To La Paz — And Back (San Jose)

A member of the Flying Doctors, a volunteer organization that flies to impoverished areas to provide medical treatment, earlier this year Bob Schemmel began to lose interest. First one of their planes crashed in the mountains of northern

Having bought a Hardin 45 ketch earlier in the year, and still wanting to do volunteer medical work, Schemmel decided to sail to Mexico and be something of a Sailing Doctor. It turned out to be a less successful idea than he'd hoped.

The biggest problem is that Schemmel isn't retired and thus had a limited amount of time for the trip. He and his crew of Bill Blaze (who was crew for the entire voyage), Vaughan Hampton and Richard Egli, departed Santa Cruz on October 29. Having sailed as far as La Paz, Bounty was back in her Santa Cruz berth on December 16, just seven weeks later.

"In retrospect," said Schemmel, "it was not a good way to do it. It turned out to be like a boat delivery, especially on the leg home." This prevented him for either relaxing or doing as much volunteer medical as he'd hoped. "It certainly wasn't cruising," he said, "which is when you stop and only move on when you're ready. It's just not wise to move as fast as we did."

Schemmel's volunteer medical work was disrupted by hurricane Nora, which brushed past Cabo in early November. One of his big goals was to stop at the small fish camps along the Baja coast, treating people with the boxes of medications and medical supplies he'd collected in the States. But Nora meant they had to dash from Turtle Bay to Mag Bay to Cabo, passing most of the camps. The boxes of supplies and medical equipment were ultimately donated to Hospital Anikan, which is located just outside of Cabo San Lucas and run by nuns. They don't charge patients who can't pay.

But while it was a rushed trip, it wasn't all bad. They had 30 knots winds from aft for most of the trip down, which was perfect for the relatively heavy cruiser. For the trip back



Highway bus stop was 60 miles away, so I had to pay a guy from the grocery store \$40 to wake up at 0400 to take me there. From there it was an eight-hour bus ride back to the border.

We didn't see another cruising boat the

One of the advantages of shallow-draft multihulls is that you can often step onto the beach without using the dink.

Mexico, killing four. Then an engine block cracked while Schemmel was flying, putting his life in jeopardy.

CHANGES IN

up the Baja and California coast, they were able to motor almost the entire way. This was fine until off the coast of Carmel, when the heat exchanger on the transmission failed. They bobbed around for two days before getting enough wind to sail to Santa Cruz, where they waited until morning to be towed in by the Harbor Patrol.

Schemmel, who has been traveling to Mexico for nearly 30 years, says pollution from boats was a big issue in La Paz when he was there just before Thanksgiving. The Port Captain had announced that all boats would have to go six miles out in order to pump their holding tanks. Naturally the cruisers and long time boat residents weren't thrilled about this idea. Then during dinner with his friend of 30 years, Augustine Ruffo, owner of the CCC supermarkets, he was told that the city of La Paz was going to have to shut down its sewage treatment plant to complete maintenance work. That would mean that all the sewage from the very large city of La Paz would end up in the bay. That would not be the time to do much fishing — or breathing, for that matter.

When Schemmel bought Bounty earlier in the year, she had little more than a VHF radio in way of equipment. He added a Trimble GPS, a Furuno 1830 radar, a Robertson autopilot and a Simpson-Lawrence electric windlass. All of this equipment performed flawlessly — except for the GPS, and that only because the government turned the system off for a couple of days.

Other tid-bits. Bounty was #15 in the Some Like It Hot Rally. La Paz was cool, while Cabo was still warm. Both Marina de La Paz and Cabo Isle Marina were packed. Trying to get up he channel to San Carlos at night is very tricky. The fuel at Turtle Bay was clean. Cabo, with the Giggling Marlin and Squid Roe, are an adult Disneyland for Californians and good for one night.

- latitude 38

Cruise Notes:

Both Western Samoa and American Samoa were devastated by cyclone (hurricane) *Val*, which lingered in the former area for five days and the latter area for two days. It then dropped to the status of a tropical storm and headed off in the direction of the Cook Islands. With winds up to 160 miles-per-hour, *Val* caused at least 12 deaths in Western Samoa and one in American Samoa, a U.S. Territory with a



population of 38,000. At least 200 other people were injured and 4,000 left homeless. "The area looks like it's been hit by a sand-blaster and then finished off by water cannon," said New Zealand foreign minister Don McKinnon. "Parts of Western Samoa looked like the remnants of a nuclear holocaust," reported an Australian helicopter pilot.

All phone communications with both Samoas were out as we went to press, but reports reaching the White House indicate that quite a few boats in the harbor at Pago Pago were driven ashore. How many and how badly they were damaged is not known. Both Samoas are in an region of the South Pacific that gets hit by an average of one tropical cyclone every 10 years.

Somewhat more surprising was cyclone (hurricane) **Wasa**, which clobbered Tahiti and the nearby islands of French Polynesia on December 14 and 15. Except for the El Niño year of 1983, the last hurricanes to strike French Polynesia were way back in 1905 and 1906 — which is why the region is generally considered to be outside the hurricane zone. Wasa hit Tahiti with winds between 100 and 200 mph. Since the wind was from the east, that's the side of the islands that suffered the most damage.

Everyone's hoping that Pago Pago doesn't look like the Cabo did in December of '82 or the Virgins (inset) after 'Hugo'.

Henry Valin, manager of The Moorings' Raiatea base, and Mark Wakeman, the U.S. agent for ATM charters, report that both outfits are already back in operation. Being on the leeward side of the island during the blow, The Moorings fleet and facilities suffered little damage. The ATM base, on the windward side, suffered more extensive damage, but the majority of their fleet came through unscathed.

All the boats hauled at Valin's Raiatea Carenage Boatyard survived standing, although a two-day vigil had to be maintained. The Carenage has experienced a sudden increase of business as a result of Wasa. As yet we have no reports of any boats or mariners being lost.

Many buildings were damaged throughout French Polynesia, but these were mostly the less substantial structures. Some trees and other vegetation were destroyed, but the islands remain green and lush. Some of the low elevation atolls had more severe damage. Mopelia, for example, is reported to have been completely submerged as a result of the cyclone surge. Many atoll residents saved themselves by lashing themselves to coconut trees, something of a South Pacific tradition. One baby was saved as a result of

LATITUDES



having been secured inside an ice-box! Two deaths were reported on Moorea, both the victims of a mudslide.

Hanalei Bay, Kauai, perhaps the most beautiful anchorage in the Hawaiian Islands, also had its share of bad weather. Three people were killed and 50 houses were destroyed as a result of flash floods. The northeast coast of Kauai is one of the rainiest spots in the world, but even long time residents were astonished by the torrential rains of a December 15 localized storm. Some locations received as much as 15 inches of rain in 24 hours! Nobody was killed, but 50 homes were said to be heavily damaged or destroyed. Because the Hanalei anchorage is open to the north and the winter swells spawned by Alaskan storms, it's highly unlikely any boats were in the popular summertime anchorage.

There are mild El Niño conditions in effect. Are the incidents above in any way related? It's probably too early to tell, but we'd nonetheless pay more attention than normal to weather before setting out on long passages.

This year's **Sea of Cortez Race Week** will be held on April 25 - May 2, according to Jay Ramos, Commodore of the Club Cruceros de La Paz. Originally conceived by the publisher of Latitude 38, the event has wandered through clouded sponsorship over

the years. Ramos says the Club Cruceros is now the "sole sponsor", which we think is all for the best. He also says the event is to be referred to only as the Sea of Cortez Race Week, an apparent request that the original 'Baja Ha-ha' nickname no longer be used. If the sponsors want it, that's how it will be.

"As in the past," continues Ramos, a veteran of the first-ever Race Week, "we view the event as a glorious 'hail and farewell' for all cruisers stopping here on their continuing journeys as well as cruisers more permanently based in the Sea of Cortez." This year's dates are the latest in the year the event has been held; as such, the Sea of Cortez waters are expected to be pleasantly warmer than in the past.

Sea of Cortez Race Week begins and finishes in La Paz, with most of the week spent at starkly beautiful and mostly uninhabited Isla Partida, some 24 miles to the north. Despite the name, the emphasis is on cruiser camraderie and friendly shoreside competition rather than serious racing. Sea of Cortez Race Week has been a great favorite with all those who attended over the years, and we have every reason to expect that the 1992 version will be as good if not better than any in the past. If the Club Cruceros is looking for a Race Week theme, they might remember that Tuesday the 28th is the 203rd anniversary of that naughty nautical favorite, the Bounty mutiny.

(Incidentally, last month we published a fax number for the Club Cruceros; that turned out to be a fax number donated by a particular member for their Christmas Drive only. So please, don't use that number in the future.)

Other important festivity dates for Mexico cruisers this spring include **St. Patrick's Day**, March 17th at Phil's Los Pelicanos restaurant in Melaque. We've not been to one of these, but in recent years they've gained the reputation as being cruiser blowouts of legendary proportions.

We also have word from Gene Menzie that the Second Annual Regata Bahta de Banderas will be held on March 27 - 30. Menzie and his wife had participated in the 1987 Sea of Cortez Race Week with their Swan 40 Providencia, and during the next four years discussed, with Joel Salas, organizing something similar on the mainland. It was all talk until April of last year when Salas asked if such an event could be put together in two weeks. They decided it could, but that they'd get only eight or 10

boats. Well, they got nearly 10 times that many and endless support from participants, officials and Nuevo Vallarta Marina.

Buoyed by the success of last year's event, the schedule for this year is as follows: Everyone meet at the Punta Mita anchorage on March 20 for a party and dinner on the beach. March 21 there will be a short race around Islas Mariettas — if a safe course can be marked — and back to Punta Mita for the sailboard, dinghy and other competitions. On March 22 there will be a race to Cruz de Huanacaxtle, where there will be other shoreside activities. The following and final day, will feature a race from La Cruz to the Nuevo Vallarta, which will be followed by the big shore party. All of these races would be under 15 miles.

"We have no formal organization," writes Menzie, "and our interests and motives are as individual sailing enthusiasts who would like to see the sport grow on the West Coast of Mexico."

Joan Holman of the Portland-based **Tangaroa** reports great service from folks in Monterey Bay when they passed through last October. "We stopped in Santa Cruz to get a software update on our Interphase Star Pilot



Sailors are jumping for joy that Sea of Cortez Race Week will be held later this year: April 25 -May 2.

GPS. Dennis Davie, Interphase's Chief Engineers, made a special trip to our boat to install and demonstrate the new software —

CHANGES IN LATITUDES

5.15 MARSON 12:

and supplied us with a free connector to hook the GPS into our Robertson autopilot. Then our radar conked out in Monterey which turned out to be the best possible place. The folks in the Harbormaster's office were the most helpful you can imagine. And Bob Casey, of KC Marine Electronics, came to our boat to check out our radar system. Learning that we'd have to wait a week for a new board, he took us to his Ham radio club - we're both licensed - for breakfast."

In the November issue we ran a letter from Chuck Warren about his 1985 Mexico to Marquesas crossing aboard Antipodiste, a Farr 30. Since most readers aren't that familiar with Beaufort Force numbers, we translated Warren's to miles-per-hour. Warren says that it resulted in a false characterization of the crossing: "If the wind had been that light, I would have considered the trip a picnic. As it was, once I got west of Isla Socorro, the main normally had two or three reefs and I carried small headsails. The average wind speed was probably between 15 and 20 knots, with short choppy seas of about five feet. The wind increased at night, during which time the lightning was really spooky."

"The singlehanding madness is rife", writes Tom Scott of the Peninsula-based Folkes 39 Nepenthe from Richard's Bay, South Africa. Of the 12 U.S. boats he's come across in the Indian Ocean, six were being singlehanded: Anita Louise with Bob of Seattle; Gunga Din with Bill from Darwin; Abracadabra with some guy from Houston; Elizabeth with Carl from Homer, Arkansas; Emerald City with Peter from San Francisco; and Erewhon with John from Monterey.

Judging from his newsletters, singlehander Scott is one of the most observant cruisers on the loose. We hope to get another installment from him soon.

What they sing at Disneyland is true, it is a small world. Jim and Diana Jessie, six vears out of San Francisco and closing in on their circumnavigation with **Nalu IV** write:

"We met John Stevenson, the skipper of a rig tender, and his wife Marky of Slidell, Louisiana while in the Red Sea in 1988. When we pulled into Slidell a few months ago, John and Marky rolled out the red carpet. They came to our boat twice a day where we were re-stepping the mast after having come down the Mississippi from the Great Lakes — to check on our progress, to take us shopping, to feed us and to make

sure we got showers."

While in New Orleans, the Jessies stopped at the second oldest yacht club in the United States, the Southern YC, where they met Toni and Ken Coffer of San Francisco. The Coffers, who'd arrived in New Orleans by way of Hawaii, Panama and the Caribbean, are the captain and crew of a 75-footer. When they get time off, they cruise their own boat, Antoinette.

"We were much impressed with New Orleans," say the Jessies. "It's a charming and colorful city. Nearly every corner offers jazz, wrought iron work and flowers. The food was great. Coffee and beignats make a great breakfast, followed with muffaleta sandwiches for lunch, and shrimp done 100 ways for dinner. Daiquiris are sold at walkup stands, and customers stroll down the street drinking them with abandon. They only stop to switch to mint juleps in the late afternoon." That's the Big Easy, for y'all.



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager

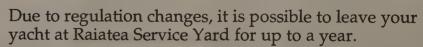
TAHITI Finally A Boatyard In Paradise

It's hard to improve on paradise, but it may not be paradise at all if you have boat problems.

At Raiatea Carenage we offer complete boatvard facilities to handle all your needs.

- Travelift
- Sail Loft
- Shower & Laundry
- Expert repair, mechanical, Materials, spares F/G, wood
- Refrigeration

- Tool Rentals
- Do-it-yourselfers welcome
- Fill U.S. gas cylinders
- Reasonable rates
- Electricity



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in...we're here to serve you.

B.P. 165 Uturoa Raiatea - Polynésie Française

Tel: $(689) 66 \cdot 22 \cdot 96$

 $(689) 66 \cdot 35 \cdot 93$

Fax: $(689) 66 \cdot 20 \cdot 94$



A Subsidiary: from, The Moorings Yacht Charter, Ltd.

RICK ERMSHAR YACHTS



DEERFOOT 68, 1980 Exclusive at \$595,000



TARTAN 30, 1976 Exclusive at \$24,900



S-2 30, 1980 Exclusive at \$33,000



KETTENBURG 32, 1977 Exclusive at \$23,900





NORSEMAN 447 Exclusive at \$220,000



HUNTER PASSAGE 42, 1990Exclusive at \$155,000



MARINER 32, 1970 + 1972 .. Two Exclusives from \$42,500



FORMOSA 51 three Exclusives from \$109,000



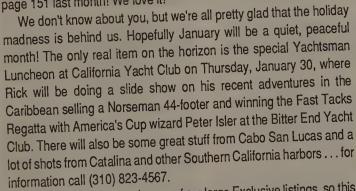
Thanks for your tremendous response to our first Latitude 38 ad on page 151 last month! We love it!

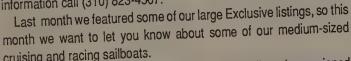


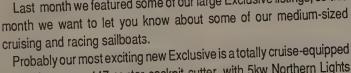
Schock 35, 1986 Exlcusive at \$74,900

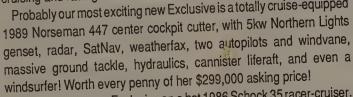


GALLART 44 Exclusive lowered to \$215,000









We also just got an Exclusive on a hot 1986 Schock 35 racer-cruiser. She has a diesel engine, a GPS set, twelve Ullman sails, hydraulics, custom interior, and much more. She has a long list of victories, was recently hauled and painted, and is available for just \$74,900.

We're just five minutes from Los Angeles International Airport, and we have hundreds and hundreds of boats listed - give us a call!!



OLSON 34, 1989 Exclusive at \$66,000



STEVENS 40, 1982 Exclusive at \$145,000



Exclusive at \$72,500

IRWIN 38, 1988 Exclusive at \$115,000



NEW YORK 36, 1981 Exclusive at \$39,500



CATALINA 36, 1987 Exclusive at \$61,000



O'DAY 40, 1986 ... Exclusive lowered to \$84,500



SABRE 36, 1988 Exclusive of \$125,000



ELITE 36, 1987 Exclusive at \$79,900





CLASSY CLASSIFIEDS

Ads taken through the mail or in person only.

Sorry, no ads accepted over the telephone or FAX.

Money must accompany ad. No Classified billing. Check, cash or Money Order – No Credit Cards.

To re-run an ad, simply send in a copy of the ad with your payment by the 18th of the month prior to publication.

PERSONAL ADS

1-40 Words: \$20 41-80 Words: \$40 81-120 Words: \$60 Personal Property: Help Wanted

BUSINESS ADS

(Boxes at bottom of page)
\$45 for 40 Words Max.

Services; Charters;
1 Boat per Broker;
Business for Sale

Mail To:

LATITUDE 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

DEADLINE:

18th of the month prior to publication, even if it falls on a weekend and/or holiday.

Sorry, but due to a tight deadline, we <u>cannot</u> accept changes or cancellations after submitting ad.

\$3.00 for postage and handling for individual issues requested.

DINGHIES, LIFERAFTS

PELICAN 12-FT w/trailer. Gaff-rigged centerboard, removable bowsprit and jib, motor. Train your child. Race with the Pelican fleet on the Bay. Explore California lakes. Needs cosmetic work, mainsail, some lines replaced. \$600. Call (510) 339-9222.

CLASSIC 10-FT SAILING DINGHY w/trailer. Herreshoff Marconi rigged cat boat, diagonal planking. Full rigging + oar locks. Handles well. Could be in a museum \$3,000. (707) 526-3376 between 8-9am or 60m+.

8-FT JESTER mylar sail, Harken hardware, good cond. \$400.00 b/o. Must sell also 9-ft Zodiac, grey, hard transom, inflatable keel. \$400.00 b/o. Must sell. (415) 365-1874 or (702) 883-6919.

FLYING JUNIOR - Vanguard built. \$1,300 with trailer, \$1,100 without. (415) 595-2765.

10 FT CHAISSON DORY TENDER. Brunzyeel/ mahog. new & very elegant. 13 ft Chamberlain dory, glass/mahog., new. (415) 323-3887.

24 FEET & UNDER

AQUARIUS 23 75 Honda o/b, classic navy and white sloop, great mahogany cabin with extras. Going back to college. Great first boat, affordable, Vallejo slip if needed. Call Suzanne after 6 (707) 996-6450. \$3.000 b/o.

TANZER 22 Must sell, 4 sails, 6 hp Johnson o/b. Navco tiller pilot. Stove, porta potti, more. Sleeps 4, excellent Bay sailer. (408) 954-2269 (days), (415) 873-3989 (eves) wkdys. \$3,000 b/o.

SANTANA 22-FT mainsail, North, new, never used. Battons and sailbag included. Originally cost \$900. Sacrifice \$500 b/o. (408) 259-2750 (h), (408) 299-6370 (w).

O'DAY 20, 1974. 7.5o/b, excellent condition, sleeps 4, porta-potti, good sails, full life lines, Teflon bottom paint one year old, swing keel, trailerable. Nice boat. Berthed at Marina Bay in Richmond. \$2,200. Call (510) 799-9126.

TANZER 22, 1974. 4 sails, VHF, depth meter, galley, 9.9 Honda o/b, many extras. Exciting daysailer, can sleep 4. Emeryville Marine. \$6,800 b/o. Jim (408) 286-8693 or Alicia (415) 591-9434 (eves or lv msg).

22-FT SCHOCK TEMPEST, 1966, fixed keel racer. Been in storage last 12 years. Very good condition including reconditioned trailer. Estate settlement. \$2,295. Call (415) 854-4345 (after 3pm).

CAPRI 18, 1987 Shoal keel pocket cruiser. Excellent beginners or singlehander boat with trailer. Freshwater boat in Bristol condition. Will consider equity trades. \$5,800 cash or ? trade. Message machine or eves/wknd (916) 272-6052.

J 24 with trailer. North Sails 5 hp o/b, VHF, knot meter & depth. Call (707) 253-8711. \$9,800.

SCHOCK CAPRI14. Cousinto Lido. Very stable, fixed keel, trailer, spinnaker, main & jib. (707) 554-3912.

STONE HORSE 23. Legendary traditional full-keel pocket cruiser by Edey & Duff. Diesel, windlass, D/S. Beautiful condition; fine sailer. Incredibly comfortable, intelligent accommodations. Trailer available; affordable, classy solution for this winter in Baja - Tahoe or San Juans next summer! \$12,900. (415) 567-6775.

CATALINA22, 1974 with 7.5 Honda, trailer, VHF, galley, head, sleeps 4, exc cond, make offer. Asking \$3,150. 1984 Bolger, 16 ft with 3.0 engine, trailer, life vests, sleeps 2, rigged for single handing. Great starter boat, make offer. Asking \$1,250. (510) 676-4736.

18 FT ATKIN DESIGNED SLOOP. Vamished Honduran mahogany hull & cabin on oak frames, bronze fastened. 6 bronze portholes, bronze fittings, this classic beauty has never been in the water! Inside needs finishing. Plans included. \$1,800/bo. (510) 846-3941.

VENTURE 21 with trailer. Excellent condition, 2 sets sails, new paint, Honda 7.5 outboard. \$2,700. (707) 795-8911.

SANTANA 22, 1976. Excellent condition, new mast & standing rigging, all lines led aft, 2 compasses, KM, 5 bags sails. Best on Bay, a great boat at a great price, \$4,200. (415) 456-3316.

S-26.822-FT. Sausalito berth, 7.5 Merc., tandem axle trlr, Shoal draft swing keel, radio, porta potti, sleeps 4, 15 gal water tank. \$5,500. Call (415) 332-8784

CORONADO 23-New: lifelines, rubrail, headstay, hatch cover, cushions, gas tank & battery. 2 mains, jib, genoa. 6 hp o/b. Has been great first boat. (415) 641-1237 after 7pm. \$2,700. Tim.

ISLANDER BAHAMA 21. Strong, fast and forgiving. 2 new jibs, 2 mains, motor negotiable, porta potti, VHF, Danforth, tabernacle, many new parts. GREAT SHAPE. \$2,800. (408) 476-8053.

HOLDER 20, 1982. Daggerboard sloop, 85-155 jibs, spinnakers. Dry sailed Alameda. Trailer, 2.5 hp Cruise-n-carry motor. Small cabin sleeps 3. Moving soon. Best offer. Matt (510) 636-9844.

21 ISLANDER BAHAMA with 6 hp Johnson, depth sounder. Good sails. Asking \$1,875. Will consider offers. Days call Alan at (415) 321-0895 or Frank at (415) 964-8901.

BUYTHIS BOAT—see a grown man cryl Catalina 22, 1989, wing, HD trailer, OB/alt, 3 sails, SL-80, VHF, compass, rigged for single handing, custom galley table, many extras. Bristol condition. \$11,700. Bruce (916) 386-2622.

19 WEST WIGHT POTTER1983. 4 vests, flares, throwable cushions, radar reflector, compass, fishing rod holders, s.s. bow pulpit, s.s. stem rails, anchor, chain & rope on roller, 9.9 Honda. Tilt trailer w/spare tire, etc. \$14,000 replacement value, \$4,700. (707) 445-2792.

WILDERNESS 21 SLOOP, 1979. Full keel, mini ocean racer/cruiser. Sisterships have crossed Atlantic and Pacific oceans. Lots of racing sails and extras. Clean and ready. Trailer available. \$2,950/bo. 332-9231.

MacGREGOR 22 FT, 1986. Pop-top trailerable centerboard sloop. Main, jib, depth, knot; log, galley, dinette, sleeps 4-5. Large cockpit, full lifelines, bow & stem pulpits. Like new condition throughout. Factory trailer included. No motor, otherwise complete & ready. \$3,250. 332-9231.

24 COLUMBIA CHALLENGER. Fixed keel, ngging good condition, 6 hp Johnson, VHF radio, solar panel, 6 man Plastimo liferaft, new 80% jib, compass w/light, anchor, safety gear & more. \$2,800. (510) 620-0642.

1984 HAMPTON LAUNCH 22 FT, wooden, Maine lobster boat. Beautiful to look at, in fine running order, great for fishing. 22 hp Yanmar dsl (180 hrs). A real eye catcher. Offered at \$10,000. (415) 924-6958.

JACK MACKINNON

ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(510)276-4351

Signs · Graphics

BOAT LETTERING

Beautiful, long lasting & reasonably priced. Call for our convenient order form.

(510) 452-3608

TRADITIONAL DESIGNS FOR SAIL AND OAR

Quality Wood Construction - Built to Order
Day sailers, Yacht Tenders, and Prams
Gordy Nash's Whitehalls and Dories
STEVE NAJJAR, BOATBUILDER (415) 323-3887 • 856-6209

NOR-CAL COMPASS ADJUSTING

1. Boat Remains in Berth

Magnueto™ System Exclusively
2. Owner's Presence Not Necessary

3. Eliminate Deviation

(415) 453-3923 days or eves.

Dick Loomis

25 TO 28 FEET

MUST SELL COLUMBIA 29-31 FT, full keel, DS, VHS, heater, compass, new main and jib, engine rebuilt. \$11,000 b/o. 892-0714 (days), 897-7390 (eves).

TRADE WANTED FOR CATALINA 27. New design Catalina 22, 1986 w/trailer. One of the best rigged 22's in California. (916) 361-8361.

WINSLOW 28-FT, 1963 wooden sloop new intenor. Volvo diesel,teak decks. Cedar planked, bronzed fastened. New keal bolts. This is for a real wooded boat lover who would enjoy finishing this boat for an artistic creation. \$10,000. 523-4851.

26-FT CLIPPER swing keel, with new twin axle trailer, 6hp, Evinrude, spare rudder and rigging, sleeps 6 and ready to go. \$5,000 b/o. (707) 963-2241.

MacGREGOR 26, 1988 Water ballast, 1987 9.9 Mercury electric start, 2 batteries, stereo, compass, VHF, bottom paint, porta-potti, trailer. Good shape. Will trade \$ for Islander 36 or \$10,500 b/o. (510) 799-6518, Cliff (eves).

NONSUCH 26 The Mercedes of compact cruisers. Are you short of crew? Tired of cranking winches with each tack? Just turn the wheel on a Nonsuch. Stout? This vessel has sailed through a full gale. Roomy? 10'6" beam and 6'2" headroom. Comfort? H/C water with shower, gimballed stove/oven, Adler-Barbour refrigeration, gorgeous teak interior. Cruise? 60 gal water, 25 gal diesel, Loran, EPI-RB, dodger, Autohelm 4000, and all functions from the cockpit. Beautiful condition! \$48,000 b/o. (707) 554-8725.

THUNDERBIRD 26-FT, 1965. Wood w/fiberglass skin. Recently restored: 3 new sails, all new rigging, new wood boom, new Evinrude 8 hp, new battery, new mahogany hatches, new teak, cushions. Just painted hull/cockpit bottom. DS, sink, icebox, porta-potti. \$7,900. (415) 327-4665.

25-FT CLASSIC WOODEN SLOOP. Built in 1952 for Bay sailing condition. Full deep keel, o/b, DS, 4 sails, needs TLC. Valued at \$5,000. Must sell fast. \$2,500 for one week. Moored in San Rafael. (916) 961-5653, Sacramento.

CATALINA 25 swing keel, 79, EZ LOAD trailer, dinette interior, custom convertible double berth, St Lewmars, 10 hp Honda, 2 anchors, pop top, KM, following equipment new in 1991: VHF, stereo, DS, solar panels, 2 battens, Loran, compass, marine head + holding tank and Y valve, Harken furling, 2 fire exit, 135% jib, 2 bilge pumps, propane stove. Micron bottom Aug '91, boat has been lightly used and is very clean. Regretfully offered for \$13,870 because of a health problem. (916)

ISLANDER BAHAMA 26, 1977. Hauled in July. Inboard gas 15 hp. overhauled in '90, DF, fish finder, VHF, most rigging, and two Leading Edge sails new in '84. Lots of teak in the cabin. South Beach Harbor berth. \$8,100. 826-0527.

1992 NOR'SEA 27 Brand new. Never launched. Aft cabin version. Loaded, includes 3 axle trailer with electric winch. Equipment list upon request. \$89,500/bo. (510) 933-9595, eves (707) 935-1098.

28-FT PEARSON, 1986. Nothing down. Assume loan. \$550/mo. Balance on note 38k. Top condition. Great Bay cruiser w/Sausalito berth. Fully equipped. Wheel steering, diesel, 3 sails, dodger, full electronics, sleeps 6. H/C water & shower. 331-8366.

RANGER 26. Great Bay boat! 3 headsails + main w/reefing. New 9.9 Nissan o/b englne, compass, VHF radio, KM, lifelines, & anchor. Will provide you w/years of exciting sailing! Great value. \$5,900. Warren (415) 495-3491 (days), (415) 383-9198 (eves).

HAWKFARM 28 "Predator" Buy my boat and I will buy you a new set of sails. This lucky boat was built to race and the Hawkfarm fleet on S.F. Bay is the challenge. All instruments and a Tillermaster for \$19,000. Call (916) 438-2206.

SWEDISH-BUILT MOTORS AILER for comfy winter sailing. Reach and run with new furling genoa, use strong diesel against wind and tide. Convertible inside steering, generous galley, head and cabins. \$11,250. (415) 457-8236.

NIMBUS 26, 1974. Perfect V-hull Bay boat. Sister to Albin, 2 cabins, head, refrigerator, stereo. Volvo Penta needs work. \$3,350/bo. (415) 940-1394.

SANTANA 525, 1979. Great condition. Mercury 3.6 hp, 150, 110, 2 spinnakers, solar charger. Will carry, trade up, make an offer. \$5,900. (415) 571-5560.

26 FT. PEARSEN ARIEL in Puerto Vallarta with 5 year cruising permit. Don't sail down, fly down and enjoy sailing beautiful Banderas Bay. Fully equipped pocket cruiser. Perfect boat for your club or group to share. \$10,000. (510) 237-2456 or M. Blubaugh, P. O. Box 1103, Larkspur, CA 94977.

PACIFIC SEACRAFT 25-FT DOUBLE ENDER. Great pocket cruiser, rebuilt diesel (Jan '91), 4 Tanbark sails (new main cover). Very, very clean. \$15,900. (707) 745-3471 (after 7pm or lv msg).

PERASON TRITON 28' 6" Sturdy coastal & Bay cruiser. Fractional sloop rig, VHF, knot meter, 2 mains, jib, genoa, spinnaker, 2 anchors, masthead navigation light, powered by dependable Atomic Four, Alameda berth. Sacrifice \$8,000. (408) 457-1315.

MacGREGOR 25. Excellent history, 110 jib, 150 genoa w/window, spinnaker (new), mainsail w/window & reef, bags, boom vang. anchor, compass, VHF & CB radios, porta-potti, new motor mount, trailer has new galvanized surge brakes, wheels & caster. \$5,500. (415) 340-0410.

CATALINA 27. Very nice 1977 w/inboard diesel. I just put \$4,000 into adding new interior, North main, VHF, safety gear, holding tank, ground tackle, battery, etc. \$11,000 b/o. Call Sam (510) 874-1274 days, (510) 866-0256 eves.

HAWK FARM 28 FT. Active one, design fleet, very fun boat to race or just day sail. These boats were designed and built here in SF for our local conditions. Please call 937-7024 for more info.

US 27 1981 diesel, wheel, VHF, DS, stereo, new battery, sleeps 4, clean, great shape. A big 27, Bay or coastal cruiser. \$13,000. 751-4354.

MERIT 25, 1933. Excellent condition 90, 100, 150; 2 spinnakers, trailer, \$11,900. Bob (916) 678-5533 days, (916) 678-4483 eves.

NEWPORT 27 SAILBOAT. "Seavah" is a Gary Mull flush-deck design (1973). Rebuilt Atomic 4 engine (80 hr) and new exhaust system. In very good condition. 4 sails, VHF, stereo, etc. Very roomy with large forward berth. Asking \$16,500. Please call (415) 348-0415.

1977 CATALINA 27 first \$7,000 takes it. 50 hrs new dsl, radar, sat nav, microwave, TV. Recently hauled, perfect hull, rudder post needs work. Von (415) 697-9399.

COLUMBIA 26 KM, great family Bay boat. Sleeps 5, includes galley w/alcohol/electric stove. Enclosed head, Harken traveler, 6 winches, spinnaker, 150, 180, double reef main, adjustable/insulated backstay, lifelines, cockpit cushions, upwind Berkeley berth. \$3,800/bo. (510) 797-9356.

25 GAFF CUTTER. Custom made. Wood & glass, hard chine, bow sprit. Good sails, sail cover, exc 9.9 o/b, compass, depth, lights, stove, sink, sleeps 4, roomy for its size, extras. San Leandro berth. \$7,500/bo. (408) 266-0613.

BAHAMA 25 McCLASSEN, built 1973. 3/4 rig sloop very good cond, sleeps 4. At Fortman Marina, berth available. Full set of rails, dry boat. Perfect boat for beginning sailors. Great deal \$5,000/bo. (415) 756-4388 days or 756-7056.

NEWPORT 28, 1975. Beautiful boat, 180 & 110 jib, no spin, AP, DS, VHF, stereo, fireplace, compass. Ready to go. \$12,500/bo. (800) 499-0584.

CHEOY LEE OFFSHORE 27. F/G cruise ready, Mexico vet. Recent epoxy bottom, Awlgrip topsides, exhaust system. New in 1986: Westerbeke 2 cyl dsl, Loran C, shrouds, Forespar club jib/rig, traveller, 4 cruising sails, 6 total. \$14,900. (415) 331-7576. Can deliver, trailer.

PEARSON TRITON 28 FT. Sturdy, full keel, coastal cruiser. All lines led aft, dodger, running backs, rail netting, new boom, new cushions, 4-operable ports, new head, autohelm windvane. A very clean & well maintained boat. A great deal at \$11,000. (415) 479-0226.

VENTURE 25 FT, 1979. Exc cond, VHF, new Honda 8 hp, genoa, jib, mainsails, trailer. Coast Guard safety equip, sleeps 5, pop-top dodger, cushions, great for Bay or Delta sailing. A steal at \$3,950/bo. Call (415) 593-9349.

BANHOLM 27 FT, full keel fiberglass sloop. Blue water cruiser. Mahogany cabin & int, sleeps 4, head, galley, 2 cyl gas inboard. Leaving area. Delta or Bay berth. \$4,500 in Alameda. (510) 769-1071 eves or Iv msg.

CHRYSLER 26, 1977. Excellent condition. Standing headroom, enclosed head, new interior, very spacious. Great Bay/Delta boat! New 8 hp o/b, VHF, DS, stereo, self-tending jib, 110, double-reefed main, fixed keel. Sturdy, well cared for. Only \$5,500. (209) 951-4816.

CATALINA 27, 1981. Ready to sail away! This little used dinette model with inboard is in exceptional condition. Microwave, propane, shore power, all CG required equipment, furling, adj backstay, VHF, stereo, anchors, ladder. Must sell, best offer. (707) 745-0183.

27 CHEOY LEE, offshore, 7 sails, new Yanmar, KM, DS, VHF, cruise ready. 956-1300 work, 522-8447 home.

25 SANTANA 525 w/newly reconditioned trailer; o/b; 9 sail bags, including 2 spinnakers, 4 headsails & 2 mains; dual foil headstay; knot meter; new compass; VHF; porta potti; ice box; sink; 20 gal fresh water tank & much more. \$8,250 MUST SELL!! (916) 726-0316.

CAL 2-27, 1976. Exceptional boat in near-perfect condition, includes <u>new</u> 18 hp Volvo dsl. Refurbished int, VHF radio, stereo tape deck, depth finder, North sails, other extras. \$17,000. MUST SELL - FIRST REASONABLE OFFER WILL BE ACCEPTED. (916) 758-6019 (Davis).

CAPE DORY 25, 1979. New England grace, FG, full keel, teak cabin, bronze portholes. Has 4 sails, DF, VHF & OB. Very clean throughout, due for bottom paint. Marina Bay. \$11,000. Call Steve (510) 242-2830.

28 NICHOLS SLOOP. Ideal Bay-coastal budget pocket cruiser, 10 sails, spinnakers, 10 winches, depth, knotlog, VHF, Force-10 heater, inboard, anchors, inflatable, charger, new keelbolts, faired bottom, beautiful lines in wood & F/G, sweet boat to sail & singlehand. \$7,500. (415) 332-2809.

29 TO 31 FEET

CATALINA 30. Knotmeter, depthsounder, VHF, diesel, CNG stove & oven, Berkeley slip. \$23,000. (510) 528-8435.

CATALINA 30, 1977. \$500 Christmas rebate. To agree on price by 12/30/91 and settle by 2/28/92. Wheel steering, Autohelm, signet KL & DS, Yanmar dsl., tall mast, club jib, 120 and 155 Genoas. New interior & more. \$23,900. (209) 522-6724.

'84 FREEDOM 29-FT. Bristol condition, one owner. Free standing carbon fiber mast, full batten main with lazy jacks, self-tending camber spar jib, gun mount spinnaker, plus all factory options. Survey and bottom paint 7/90. \$39,900-owner. Call (209) 334-3337.

LANCER 29, 1980. Excellent condition, very dean, VHF, stereo, depth, compass, pressure water/shower, beautiful teak & more. Sleeps 6. \$18,500 b/o, will trade for pair of jet skiis. (408) 363-9822.

KENT PARKER

MARINE SURVEYER

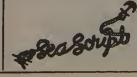
Conditional Surveys, Trip Surveys, Casualty and Damage Reports, Mast and Rigging Surveys
P.O. Box 2604, San Rafael, CA

(415) 457-5312, Pager (415) 491-3643



FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, interior design Reasonable rates • References • Reliable 18 Years Experience Serving the Bay Area (415) 383-4407



BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.
From the simplest to the most elaborate we do it your wayl
And you can afford It.
SeaScript (415) 651-7326.

CASCADE 29, 1970. Solid reinforced fiberglass hull. Custom mahogany interior, cast iron mini antique stove, all electronics for coastal cruising, autopilot, folding prop, full cover. Perfect condition. Excellent care by Little Old Owner. Sausalito berth. \$18,000. (415) 755-9891.

1974 YANKEE, MARK III, "Dominique". LOA 30' 6", beam 9', draft 5'. Transpac vet and rigged for singlehanded sailing. Complete sail inventory, rigged for racing yet comfortable for cruise. Atomic 4. Autohelm, dodger, fridge, recent bottom paint. \$28,000 b/o. Berthed-Emeryville, B34. 697-3728.

CATALINA 30, 1990 Winged keel with walk-thru transom. Roller furling and loaded with upgrades. Will consider equity trade down to newer (87+) Catalina 22. Call to discuss trades or list of upgrades. \$48,500.00 Message machine or eves/ wknds (916) 272-6052.

OLSON 30, 1982. Like new - race ready. Double Spreader Rig, '89-'90 Norths, SailComp, Signets, Loran, VHF, trailer. \$20,000. (415) 389-0208.

ISLANDER 29. Excellent condition, wheel steering, 6 sails incl. spinnaker, Atomic 4, VHF, KM, Loran, DS, AM/FM, head w/holding tank, stove, 120v, mahogany interior, new upholstery, recently hauled, much more. (415) 382-8552. \$14,500.

CATALINA 30, 1982. Universal diesel 12 hp, furling jib, CNG stove, refrig., H/C pressure water, shower, dodger, wheel mounted KM/DS, battery charger, diesel heater, 2-speed winches, VHF, epoxy bottom, extra vents, new batteries, cockpit cushions. \$24,995. (415) 582-3964.

HUNTER 31, 1983. Excellent condition. Yanmar dsl, good sail inventory, VHR, RDF, updated wind, speed & depth sounder, compass, 2 anchors, new bottom paint. Great for Bay and coastal cruising. Asking \$32,000. Lv msg (707) 823-9669.

PEARSON 30-FT. Volvo diesel, Loran, VHF, WS, WI, DS, roller furling, dodger. \$18,000 b/o. (415) 737-9824.

NEWPORT 30-II, 1974. This boat must be sold! partnership is splitting up! New interior cushions; rebuilt Atomic 4; extra teak; lightly used; never raced; \$11,950/offer. 851-3056 or 550-8320.

OLSON30,1982. Ballenger spars, double spreaders, rod rigging, 5 sails. \$15,000 1/3 down, owner finance. (415) 468-4423.

ISLANDER 30, 1972. Just hauled, new bottom. Ready to go. \$15,000. 1/3 down, owner finance. (415) 468-4423.

CATALINA 30, 1978. All new cockpit teak. Heavy duty traveler, roller furling, Loran, auto pilot, anchors. Quality LPG stove/oven, refrig., new head, shower. Affordable liveaboard. SSF berth. Free sailing instruction if needed. Will fax spec-sheet. \$23,500/bo. Tim (415) 876-0311 work, (415) 876-1879 hm.

CATALINA 30, 1978. Dependable Atomic 4, blue dodger, 3 sails, wheel steering, new Int, stereo, microwave, VHS, KM, DS, pressure water, folding prop, new cushions. Very clean & well cared for. Alameda berth \$23,900. (408) 452-8514.

2 BLUE SLOOPS (fiberglass) Columbia 29 1964, great running inboard, 7 sails, spinnaker. Epoxy bottom, needs cosmetics, \$8,000. Wilderness 25, fast, sexy, bare inside, needs cosmetics \$2,500. Plus hydrocycle, no eng, solid, fast, 9 ft, \$90. (415) 331-3844.

YANKEE 30, 1971. S&S design. LPU topsides, 9 winches, 8 sails, new standing rigging. Excelent condition. \$16,500/bo. (415) 604-5385 days, (415) 365-1197 eves and wkends.

OLSON 30, 1979. Bottom paint, new 150%, Loran, 3/4 boat cover, trailer, 2 o/b, safety equipment, very fast boat, excellent condition. \$17,000/bo. (805) 985-5334 days, (805) 485-5545 eves.

CHEOY LEE 31 offshore ketch in beautiful condition. Recently LPU'd topsides and cabintop. Current owners are exp cruisers w/yacht maint skills. Due to move, must sell 1/2 interest. \$12.5k/obo. (415) 587-9605.

CATALINA 30, 1976. Excellent condition, dependable Yanmar dsl, wheel steering, knotmeter, depth, pressure h/c water, microwave, refrig, battery charger. Tall rig, 2 jibs, new sail covers, custom int teak cabinets. Shows better than most 1983s. Priced for quick sale. \$23,500. (415) 624-0114

ISLANDER BAHAMA 30 FT, 1981. Beautiful condition, new bottom paint 8/91, AM/FM cassette stereo, furling sail, wheel steering, marine radio, fathometer, built-in battery charger, refrig/freezer, shower, Volvo dsl. Shore power cable/safety equipment. Sleeps 5. Private dock available in Tiburon. \$29,950. (415) 661-2852.

NEWPORT 30 in prime SF Marina berth. Just launched from 4 month haulout of repair and renigging: new thru-hulls, w/Seacock ball valves, new spruce spreaders w/LPU tops, new backstays & swages, new epoxy bottom (3 coats) and paint (3 coats), new tiller &3-bladed propeller, primed, painted and refitted mast & boom, new exhaust manifold in Atomic-4, good main, jib, genoa and repair Starbuck dodger. All lines lead aft, spinnaker-rigged (2 headfoil, spinnaker-mast), Barient winches. Pressurized h/cwater, LNG stove/oven, VHF, KM, DS, RDF, refrig, Autohelm, etc., etc. This former fleet champion has been rebuilt from the bottom up. She's the best 1971 Newport to be found. \$19,000 w/out berth, \$25,000 with. (415) 292-6700 lv msg.

MARINER 31 KETCH, 1969. FG hull, keel cruiser. Hull #26 sailed by the first woman to single hand the pacific. VHF, DS, KL. New main & mizzen. Good cond but needs some more wk. \$24,500. Call (510) 352-4514 lv msg.

32 TO 39 FEET

WINTER STEAL Santana 35. \$29,000, lowest price ever offered on the Bay - must sell. Call 845-7476 (lv msg).

CAL 33, 1988. Bristol condition. 5 sails plus cruising spinnaker. Full electronics and furling system with sheets rigged to cockpit. Custom interior. Berthed in Santa Cruz in charter program. For sale or 50% partnership. \$73,500. (408) 476-6522

ERICSON 35. Sharp boat, great shape, great price! Easily handled on SF Bay with roller furling, newish sails, 3 jibs, new digital instruments, internal halyards, double lifelines, modified rudder, upgraded equipment/rigging, new paint. Call (510) 935-3701 for test sail. \$31,950.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. \$16,000 b/o. Call Chuck (510) 439-2150 or (707) 747-7525 (days).

PEARSON VANGUARD, 32-6 ft. x 4.5 ft., 1962. Heavy fiberglass cruiser, full keel, seakindly hull. Roomy decks with 4 inch bulwarks, anchor platform. Professionally modified, rebuilt, and repainted from masthead to keel. Simple, robust, beautiful, and sensible cruiser for two. \$21,000. (415) 592-7059.

38 PANDA 1986. Fully equipped for ocean cruising, comfortable live aboard, diesel universal 40 V drive, hand hold VHF, Horizon VHF, ICOM 735, Furuno LC90, Sitex A 310, Apelco LDR 9910 radar, Autohelm 6000, Honda 220 generator, Avon R310, 8hp Johnson o.b., microwave, diesel heater, stereo, ac/dc tv & vcr, 45 lb. CQR, 35 lb. CQR, full canvas covers, Dodger, Adler Barbour cold plate, many spare parts. Call Bob Pas (415) 332-6775.

35 SANTANA (Built by Schock) Excellent racer/ cruiser. Diesel, rod rigging, anodized spar. 11 bags of sails, Loran C, VHF, knotmeter, digital compass, depth finder (complete equipment list upon request). Call work (714) 546-1653, home 675-5129

WESTSAIL 32. Factory built, original owner. Documented. All white hull with red boot and light blue deck. Solid lead ballast. Bright work immaculate. Dodger, bimini, cap rail covers, side panels. Brand new cruising spinnaker and full-cut yankee jib by Hood, genoa with wisker pole, and working sails. Perkins engine with 105 amp alternator. Refng., cabin heater, VHF, external phone, AC electrical, stereo, screened. Sailing dinghy plus Avon inflatable. 2 large CQR anchors. Standing rigging replaced and mast, boom and underhull refinished by Svendsens in '87. Ballena Bay. Best offer in mid 40's. Call days (408) 942-4245; after 8pm (510) 820-3710.

RAFIKI 35, 1980. Classic offshore cruiser/liveaboard in perfect condition. Full boat cover. Teak decks, varnished rails and trim. FG/Airex hull, Volvo diesel. Rigged to singlehand. Dodger, AP and full electronics. Loaded w/gear. Call for more info. \$62,500 b/o. (415) 595-3094.

SANTANA-35. Biege hull, anodized spar Rod R. Barients, dig. compass, Loran C. Located Newport Beach. \$35,000. Call Gordon (714) 546-1653 days, 675-5129 eves.

ERICSON 34. New in November '88 and hardly used. In like new condition with lots of equipment, 3 cabin layout with warm teak interior. Same model currently in production with Pacific Seacraft. \$80,000. (408) 297-1015.

MORGAN 38-FT SLOOP. Roller furling jib, easy reef main, electric anchor windlass, diesel, refrig., full galley, VHF, stereo & more. Sleeps 7. Top shape. No maintenance duties required. Second home deductions may apply. Buy-in \$1,500. Monthly expenses prorated among partners. Berthed st Sausalito YH. Jack (415) 232-6107.

TAYANA 37. Beautiful boat for cruising & liveaboard. Loaded w/Loran, windvane, stereo, VHF, new dodger, h/c pressure water, etc. \$70,000 firm. Call Cindy (415) 578-9244.

PERFECT BAJA BOAT. 36 Lapworth, Hull 70. 7 ft. cockpit, mucho shade - dodger, birnini, awning. Perkins 4-108, 5 anchors, 2 chain systems forward, custom interior, Autohelm etc. Lying La Paz. T. Griffith, Marina de la Paz, La Paz, BCS, Mex. \$24,950.

CATALINA 36, 1985. Like new. September bottom paint and complete engine overhaul. Too many custom extras to name. Must see to believe. No other Catalina 36 can match this boat. 68,000. Call Pete (510) 886-2015.

CATALINA 34, 1988. Loaded with equipment too numerous to list. Asking price \$62,000. Call (707) 252-4832 for further info. Must sell.

CATALINA 36, 1987. Excellent condition, bottom newly painted, roller furling. Autohelm, refrig., cockpit table, Loran, Signet instrumentation, VHF, CD player, C&G oven, dodger. \$60,000. Home (510) 551-7853, work (415) 927-8225 x223.

FANTASIA 35. Great liveaboard/blue water cruiser. Center cockpit, Pisces-40 diesel, davits w/dinghy & o/b. Microwave, refridg, 2 staterooms, main salon, workshop, 115 gal fuel, 220 gal water, teak decks. Recent haulout & cruise ready. \$65,000. All reasonable offers considered. (707) 762-7190

ROUGHWATER 33, Hull 4, 1976. Price lowered to \$37,000/bo. Classic full keeled double ended cruising cutter, custom int, Westerbeke dsl, windvane, autopilot, radar, storm sails, stove w/ oven, many extras & spares. Must sell. Call at (303) 759-9484.

DELIVERY

USCG License • Ocean • 100 Ton References • Owners Welcome Marvin Burke (415) 892-7793



WOODRUM MARINE MARINE CARPENTRY

25 years experience • Competent • Dependable

Specializing in interior and exterior alterations and repairs Custom designing and construction in wood or firberglass • Lon Woodrum, Prop. • (415) 332-5970

OFFSHORE CRUISING SEMINARS #63 - #65

Exciting 20-hr weekend course covering important topics: Outfitting, Safety, Medicine, Finances, Provisioning & more. John Neal & Barbara Marrett look forward to sharing the latest info.

March 14 & 15, San Francisco; February 15 & 16, Newport Beach; February 22 & 23, San Diego.

Armchair Sailor, 1500 Westlake N., Seattle, WA 98109 (206) 283-0858

WATERFRONT POSTAL CENTER

Postage • Message Service • UPS • Parcel Post Copy Service • Package Wrapping 24 Sand Island Road, #27, Honolulu, H! 96819 (808) 842-3084 Carol Post



— ERIC STEINBERG — Marine Electronics Technician

arine Electronics Techni
FCC Lic. PG-12-27803

67 Liberty Ship Way, Sausalito, CA 94965

415.331.1924

MARITIME ATTORNEY

Resolving warranty, purchase/sale, forelosure, charter, construction, accident and tax problems since 1960.

Practical sailing experience counts...over 40 years racing/cruising from Mexico to Canada. William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606 (415) 532-1786

NEWPORT 33, "Osprey," located Monterey slip 8-25, 25 hp Universal dsl, 65-110-155% jibs, VHF, Loran, RDF, stereo, Cng stove/oven, & much more!! (408) 372-7285.

ISLANDER 36 w/condo slip #4, loc at Portobello Marina, Embarcadero W. at Oak St, Oakland. Cutter rigged vessel, dodger, chain anch sys, P4108 dsl, 8 Barients, Signet gauges, epoxy bottom, lead keel & more. Call for list. \$79,950. (415) 763-0512 eves to 11pm.

CUSTOM CHOATE 33 BY MULL. Built for 1978 3/4 ton N.A. Modified extensively by Schumacher in 1981. Stem, cockpit, 2 cyl Yanmar, keel rudder, fore peak. Category II equipped, 5 Signets, 8 Banents/Navtec hydraulic, complete racing gear w/13 sails, cruise 6 w/mech ref & CNG, 2 water tanks, last PHRF rating - 126. Consistent winner, strong in all conditions, ready to race w/new bottom. Recent survey, equip list, photo available. \$42,000. Call (213) 821-9555 days, (213) 479-0116 eyes.

PEARSON 36 CUTTER, 1982. Interior of Ash & Mahogany. Loran, VHF, h/c water, 5 sails, Autohelm, much more. \$78,000. (415) 742-6413.

FANTASIA 35, Hull 62 (1979). Excellent condition. Heavy displacement, center-cockpit, cutter rig. Best liveaboard in its size/price class. Lehman 4D46, 560 hrs. Many upgrades: dodger, sail covers, 4D batteries, propane heater, refrig. \$67k. Call Bruce (510) 865-5366.

35 CHEOY LEE SLOOP, 1965. Author Robb design, all teak bright hull, eng needs overhaul, hull & int in exc cond. Partner moved overseas. \$19,000. Call work (510) 302-5361, home (510) 638-0603

CATALINA 34, 1987. Slip #160-D, Marina Bay, Richmond. Excellent condition. Loaded, 120% roller furling jib, cruising spinnaker, Signet instruments, stereo, diesel 548 hrs. Must sell, moving to Florida ASAP. Offers considered. \$62,500. (916) 989-1816.

ISLANDER FREEPORT 36, 1978. Bplan, Perkins dsl, CNG, roller furling, dodger, windlass, Loran, radar. Detail sheet available. \$73,900. (408) 655-1479 Monterey.

CHINESE JUNK, 35 FT, 1968. Teak, Volvo dsl, shower, head, sleeps 6, perfectly maintained. Sausalito berth. Great liveaboard, something special. \$39,000/bo. Call Michael 479-7128.

33 RHODES WINDWARD SLOOP. Professionally built 1959. Spruce spars, Honduras mahogany trim, Alaskan cedar planked, monel fastened oak frames. Genesro backbone, monel tanks, new rigging, enclosed head. Many extras, full boat cover. Bristol condition. Same owner 23 yrs. \$22,500. (510) 339-0496.

HERITAGE 37, "TROUBLEMAKER." 1976 Morgan design 1 ton. Recent upgrades. New UK racing inventory, new sheets & guys. Signet 2000, Autohelm autopilot, propane stove, refrig, Volvo dsl, Loran, VHF, stereo, new cushions, covers. Excellent older IOR design w/nice int. Transpac vet. \$35,000. Will deliver west coast. Call Dave or Carol (310) 547-3929.

34LOD YAWL, Perkins dsl, SAT NAV, log, speed, depth, VHF, autopilot, sails covers, ss tanks, new decking, Fir on Oak. Recent work done. Good sailing condition. Last surveyed \$35,000. Must selll First \$14,500. (415) 365-9257.

VALIANT 32. Bottom blisters gone! Peeled and replaced w/a serious Interlux Epoxy bottom. This is the one you've been waiting for: Less than 100 hrs on the '87 Westerbeke dsl, wheel steering, North sails in great cond incl storm & spinnaker, plus a perfect teak int w/all the amenities. The perfect Bay or blue water boat at \$45,000. Call us before you call the brokers. (415) 325-1038.

RANGER 33, excellent condition. New cushions, paint, vamish, compass, etc. Great cruiser or racer. 2 boat owner, sacrifice \$17,500. Marina del Rey (213) 823-1866.

SANTANA 35 "DREAM MACHINE," family racer cruiser 40 ft Marina Blvd, prime SF berth, \$38k spent on new mast, engine, boom, rudder, sails. 1987 National Champ. Call John to see & sail this active fleet beauty. \$39,500. (415) 366-9211.

HUNTER 36, 1981. Good cond., Yanmar dsl, H&C pressure water, Sausalito berth. No down payment, assume loan. Lease to own possible. (707) 224-2076.

CAPE DORY 33. Completely equipped for coastal & Mexico cruising in '88. Multipage inventory - 4 cyl Westerbeke, dodger, Magnavox sat nav, Technautics refrig, 4 burner propane w/oven, epoxy bottom, windlass, cruising spinnaker and much more! \$62,500. Chris (415) 331-0855.

40 TO 50 FEET

ERICSON 41 FT SLOOP, dark blue hull, 60 hp Isuzu dsl, monitor, Furuno, Magnavox SatNav, 60 lb CQR, 230 ft chain, 180% hoop jib w/Harkenfurl, spinnaker w/chute scoop, storm sails, 6-man liferaft, Fatty Knees sailing skiff, solar panels, propane Force 10 BBQ, cabin heater, 3-burner stove w/oven, Wolter water heater, emergency water maker, survival suit, new dodger, canvas & cockpit cushions, mahogany int w/green mohair upholstery. Moss Landing slip. \$72,000. (408) 757-5866.

40 FT PINKEY SCHOONER. Built in 1971, Fir on Oak, gaff rigged, Volvo dsl. \$50,000. Call (805) 546-3494.

40 FT GARDEN KETCH, 1973. A beautiful boat, So. Pacific vet, large sail inventory, propane, AP, windvane 2 anchors, 300 ft chain & 300 ft rode, 80 hp Ford dsl, aluminum mast, great liveaboard & cruiser, generator. \$65,000. (415) 366-2022.

42X15X6 CHINESE JUNK "Little Duck." One of a kind. Ford Lehman, well equipped, comfortable liveaboard/cruiser. \$79,000. (415) 369-6966.

FREEPORT 41. \$65,000, 100% financing possible, built in '76. \$50k new gear in '86. New 70hp diesel, 190 gal fuel, 190 gal. water, life raft, radar, Loran, SAT-NAV, 45# CQR w/300 ft. chain, electric windlass, AC/DC fridge, propane stove, hot water shower, 3.5 kw generator. (408) 252-7391.

45 ROBERTS design steel ketch w/pilothouse 80% complete. Project boat, excellent liveaboard, 1 stateroom plus 2 cabins, 2 heads, shower, galley & large salon. Mercedes diesel. Owner will carry. Divorce forces sale. Sacrifice at \$33,000. (510) 533-3544.

41 S&S YAWL. Double planked mahogany/yacal Volvo MD II, new teak cockpit, combings, cabinsides, bronze floors and opening ports, 90 gal. diesel, 70 gal. water, wood & propane stoves, new upholstery, hauled, painted '90. \$45,000. 521-6513 message.

HANS CHRISTIAN 41 T CUTTER. Molokai interior, 2 doubles, 2 heads, Mercedes 72 hp diesel, custom mast, Harken Furling, 10 Barient ST winches, 5 sails & spinnaker, Nielson 3000 Windlass, 2 CQRs/chain, Raytheon radar, Shipmate Sat/Nav, Furuno Loran, B&G, ICOM SSB, Autohelm 7000 AP, JRC Weatherfax, custom fridge/freezer, Switlik SAR Liferaft, 900 amp 12/10 batt. system, Avon 310/Evinrude, dodger & covers. Ready for ocean cruising; health forces sale. Replacement approx. \$330k, sell \$220k. (415) 331-6234, Sausalito.

40 VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. 1 owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-freeman auto pilot, Grunert refrig., Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel—make this one of the finest cruisers in the NW. Call for picture and specs. Asking \$175,000. (408) 371-0180.

1979 WESTSAIL 42 YAWL. Great boat for the serious cruiser. Factory custom finished for comfort and safety and loaded with gear. Oversized rigging, teak decks, tall rig., Perkins 85 hp, Onan 7.5 kw gen., 300 gal. each diesel/water. Ham, radar, radar alarm, VHF, ADF, Marina fax, 2 auto pilots, GPS., etc. Full bimini, lots of sails, ground tackle, Avon w/o.b. Call for info/pictures. Must Sell \$107,000/offers. (714) 646-9927.

CRUISING CAL 40. Modified interior with private mooring in San Carlos, Sonora. \$55,000. Call for complete equipment list. Call Jim Austin (213) 935-7671.

41 FT FORMOSA fiberglass ketch. A full keel cruising liveaboard built in 1974. New Perkins 4-108 diesel. New radar & Loran C and a great deal more. I am selling due to illness. Please call Jim at (415) 347-0514. 42,000.

43 SPINDRIFT M/S fiberglass hull, teak interior and deck, 90 Lehman generator, duel steering, auto pilot, VHF, Sat Nav, radar 24 miles, fuel 270 gal., water 27 gal. \$135,000 call (408) 375-8201.

41 CHEOY LEE KETCH, 1980, VHF, Loran, Signet knotmeter, windspeed, wind-point, depth, Autohelm 4000, elect windlass, CNG w/oven, 12/110 refing, stereo, Barient winches, spinnaker w/staysail, 40 hp dsl, feathering prop, Lewmar hatches (1990). Survey 1991, excellent condition, \$95,000. (805) 654-0621.

REINFORCED MAGNIFICENCE. CUSTOM ORDER (1989) FAMOUS TARTAN 40 FT, balsa core super strong hull/deck, watertight bulkheads (BOC spec), collision chamber, step-down mast, extra rigging, direct outflow cockpit, internal rain collecting system. Fiberglass dodger. MORE! Equipped for extensive ocean sailing. PRICE NEG. (415) 726-2560.

40 FT MOTIVA STEEL KETCH, 1981. Sailed from Denmark to SF by owner. 120hp dsl, autopilot, 2 steering stations, dinghy, refrig, stove, navigational electronics. Very suitable for living on board. Replacement value \$175,000. Needs work. Sale/lease \$68,000/\$700/month. (408) 338-9733.

C.C. 41 FT CT. 1 of 6, 1976. Pices 60 hp, radar detector, Holly set. Best offer <u>under</u> \$100,000. (916) 596-3613.

1986 HANS CHRISTIAN 41T, cutter, roller furling, head sails, performance hull, 90 hp Volvo, Autohelm, Furuno Loran, B&Ginstruments, ICOM, VHF, radar detector, deluxe "Molokai" int w/forest green velour, 2 queen berths, 2 heads. Principals only \$169,000. (510) 523-5334 in Alameda.

51 FEET & OVER

55 CUSTOMER CUTTER project, female molded to highest specification with isothalic resin and diving cell foam. Very fast design, bluewater greyhound. Project includes hull with bulkheads, cradle, diesel engine and 75 ft. spars and rigging. Steal this one for \$16,000. (714) 573-9043.

1987 TAYANA 55 CUTTER. Full electronics, water maker, extra fuel and water tanks. Rigged for single handing. Loaded and ready for extended cruising. \$290,000. Will finance qualified buyer, take smaller sailboat in trade. Call (510) 886-9393.

MARINE SURVEYOR

Robert A. Viel, Member National Assoc. of Marine Surveyors.
Approved by all banks and marine companies.
Serving the Bay Area and Delta. Wood, Fiberglass and Steel.
Delta: (916) 776-1094 - Bay Area: (415) 420-9450



WOODWORKING

Interior • Exterior Hull • Spars

Schoonmakers

Steve Jones (415) 332-2500

TAILWIND MARINE & CANVAS CO.

Custom Interior - Exterior Canvas Work Canvas Repair & Window Replacement * Free Estimates Day or Evenings (510) 521-4310 in Alameda

Starpath Radar Trainer (\$79 + \$4 shipping)

Learn radar the easy way with software that turns your PC into a versatile radar simulator.
311 Fulton, Seattle, WA 98109 1-800-955-8328



SAILING CAPITAL OF N.C. HOMEPORT WEST

SAILING CAPITAL OF N.C.

Quaint village on the Neuse River and ICW. Protected anchorages, waterfront homes, lots, villas, acreage & boat slips with deep water. Call for a free information package or write:

MARINER REALTY, INC., P.O. BOX 740, ORIENTAL, N.C. 28571

1-800-347-8246

LONGTERM CRUISERS' MOST COMPLETE PERSONAL AFFAIRS MANAGEMENT SERVICE Global phone, FAX, radio communications, floatplan tracking, worldwide mail/parcel forwarding OR special handling, bank deposits, bill paying, tax return prep & filing, chandlery, charts, much more. For brochure: (domestic/international) 1-800-PORT-399.

51 FT PASSPORT. Center cockpit ketch, 1983. Perkins 4-236, 110v generator, 2 fridge systems, microwave, radar, satnav, large aft cabin, new main & cruising spinnaker, roller furling jib. Easily handled family cruiser just back from Mexico. Many spares. \$250,000. (408) 353-3635.

CLASSICS

LARGE 47 FT, 16 ft beam hull built by Stone yard in 1901, rebuilt '79. Yanmar diesel, some sail. Anchored in Hawaii. \$8,500 plus sweat equity will bring your dream boat. Some owner financing available. (808) 968-6350.

33 RHODES WINDWARD SLOOP. Professionally built 1959. Spruce spars, Honduras mahogany trim, Alaskan cedar planked, monel fastened oak frames. Genesro backbone, monel tanks, new rigging, enclosed head. Many extras, full boat cover. Bristol condition. Same owner 23 yrs. \$22,500. (510) 339-0496.

MULTIHULLS

SOLARIS 42 CAT. 1977. Very good condition, 4 double cabin/berths, large galley and salon, full standing headroom. Twin diesel 42 hp fully equipped for liveaboard and ocean cruising. Price \$88,000/make offer. For details Fax No. (Int'l.) 41

NORMAN CROSS TRIMARAN. Ketch rigged 36' 5"x21 ft. Airex (means hulls are totally impervious to dryrot). 42 SHP VW pathfinder diesel. 6 large Arco solar panels, reefer/freezer, propane shower, watermaker. Recent haulout and spray painted w/2 coats Imron by DuPont. Full galley. Inventory: Loaded! Just add water, groceries and go! Write owner for full details and recent survey report. Robert Johnson, 561 Keystone Ave., #108, Reno, NV 89503-4304. Fax (702) 322-9924. Location Hawaii. Asking \$65k.

WANTED TO BUY: Ocean going catamaran, 40+ ft, project or finished boat. Any location, finders fee. (408) 649-5747.

30 FT PIVER TRIMARAN. Great cruiser/liveaboard. Pilothouse, inboard Yanmar dsl, galley, head, solar panels, needs mast. Call (707) 829-3428 for details.

41-FT PIVER AA TRIMARAN. Professionally built, ketch rigged, equipped for cruising. New sails & many extras. A proven boat. \$31,000 call (707) 984-6742 for details.

POWER & HOUSEBOATS

1934 MATTHEWS 38 FT CRUISER. Capable hull with modern diesel power. Comfortable liveaboard with range/oven, 12/110 volt fridge, hot/ cold pressure water, ample storage space. Maneuverable, miserly with fuel. Handsome, nautical and fun. \$14,000. (415) 592-7059.

15 FT HARD BOTTOM INFLATABLE. 1989 model, new 7/1990. Johnson 48 hp outboard, depth/speed/temp, biminitop, custom boat cover, teak trolling motor transom & scuba racks, galvanized trailer. This boat is stable, fast and has very low time. Excellent condition \$13,000+ invested. \$9,900. (510) 736-4066.

1928 50-FT CLASSIC STEPHENS M.Y. Located in Sausalito. Excellent condition throughout. Beautiful brightwork. Spacious interior with full galley, 2 staterooms, 2 heads & shower. Flybridge. Twin diesel. \$125,000 or partial trade for real estate in Southern Marin County. 398-2159.

46 FT CHRISCRAFT 1951. Top of the line classic motor yacht. Very spacious & comfortable. All new paint & furnishings. Twin Chrysler engines, only 300 hours. \$35,000, owner financing, trades, offers. Call John (415) 368-7018.

SAUSALITO LIVEABOARD. Stop paying rent. Live the dream! Converted 40 ft Lake Union Dreamboat. Built at Stone yard 1911. Spacious, light, airy. Enclosed pilot house. Protected, legal berth. Great Mt. Tam views, seals, heron, egrets. Great commute. \$26,000. 567-6775.

1990 SEA-RAY SUN DANCER 270. Like new. 7.4L Bravo Mercruiser. Loran, ship to shore, head, galley, full canvas, all options. O.A.L. 30 ft 8 in. 1992 model has been renamed 290 Sun Dancer. \$45,000. (510) 277-0908.

136 FT CONVERTED MINE SWEEPER. Current survey available, in deep water berth, beautiful living quarters. Currently rigged as fishing vessel. 7 diesel motors, all electric galley, tons of potential. Needs TLC. \$49,000. Call Mike or Bob (415)

49 FT DEFEVER 1983. Twin Volvo Turbo diesels, 12.5 kw Kohler generator. Great equipment. 11 ft. Boston Whaler. All professionally maintained. \$220,000. Days (619) 295-3705, nights (619) 298-8128

PARTNERSHIPS

TIMESHARE: Fulfill your New Year Resolution to have fun. Sail San Francisco Bay aboard a well equipped, Oakland Estuary berthed Ericson sloop., \$1,075/yr + deposit. (805) 723-1785 leave message.

TIMESHARE 36-FT ISLANDER SAILBOAT. Elegant sloop for sailing/entertaining. Interior is mahogany, dark blue velour cushions, teak & holly sole. Roller furling jib, self-tailing winches, wheel steering w/Autohelm 3000 autopilot, wind direction/wind speed, DS, KM, 27 hp Westerbeke diesel, 2 pairs of 12-volt batteries, VHF, AM/FM stereo cassetteradio, color TV & VCR, mahoganyfinished cabinets w/cane-webbed fronts in salon, dc refrig., hot & cold pressure water, shower. LectraSan sanitation unit (Coast Guard approved).
Berthed at Emery Cove Marina, Emeryville. \$300/ month. Call (415) 753-3607.

1/2 SHARE SAILBOAT, TARTAN 37, PICANTE. Moored Shilshole, Seattle. Cruise the San Juans, Vancouver Is., BC, mainland. Well equipped sloop w/new power, modern electronics, inflat-able w/o.b.; more. (800) 426-7730. Should Bay area sailor buy 1/2 boat in Seattle? Ask LHPerry.

"AMERICA'S CUP SPECIAL" Why rent when you can own? Share in. custom 32 ft, extremely roomy fiberglass sloop. Dsl eng, 2 queen berths, full head, galley, xtras. 2 min/SD airport. Pool, sauna, gym, restaurants, discount rates. \$7,000 phone (619) 226-5754 for info & lit.

MORGAN 38 PARTNERSHIP. One week per month available, SF Pier 39 location. Sloop rig w/ dsl auxiliary. Excellent condition. fully equipped for Bay or ocean cruising. Experienced sailors. \$300/mo includes all maintenance. Security deposit required. (415) 328-2408.

CATALINA 34, 1988. Needs a partnerl Marina Bay #160. Exc cond. 120% furl jib, spinnaker, Signet instru, stereo, 25 hp diesel 548 hrs. \$25,000 buy in. 1/2 everything. Possible buy-out in future.

PARTNERSHIP AVAILABLE. No down payment. 1/6 ownership in 1985 ERICSON 30+. Requires \$175/mo payable 6 months in advance. Berthed in Sausalito. Full galley, sleeps 6, head, 16 hp diesel. Exciting Bay cruiser. Call (415) 435-2641

BOATS FOR CHARTER

RACE TO WINI Charter "Merlin" to Hawaii (Pacific Cup) or campaign through the winter & spring or return from Hawaii or do it all! Looking for experienced crew with \$5,000/terms. Call Randy (408) 425-6362, work.

RACE PACIFIC CUP AND WIN Co-charter Meridianto Hawaii and return. Meridian is 70 ft of sailing fun and speed. With a boat load of comfort. Looking for experienced crew w/\$5,000. Call John (510) 234-2152.

TRADE

EQUITY IN '87 CAPRI 18 OR '90 CATALINA 30 winged keel with walk-thru transom for 1987 or newer Catalina 22 with trailer. Both our boats are for sale but we will consider trade deals if conditions are right. Message machine or eves/weekends (916) 272-6052.

SAILER FOR TRAILER. 26 ft Columbia Mark II sailboat. Very well equipped - strong, safe Bay boat. Will trade for late model 20-24 ft travel trailer. Call for spec sheet & details. (510) 439-9636.

TRADE/SELL: 18 ft Prindle CAT, outstanding \$2,500; 16 ft Donzi, new \$12,000; 17 ft Boston whaler project \$3,500. Will trade all for inexpensive weekend/cruising sailboat or houseboat. Pete (415) 871-6213 home, (415) 244-1701 work.

1950 DE SOTO - valued from \$2,200 - \$2,500 will trade for 22 ft to 24 ft sailboat. Want boat for learning, not racing. (510) 523-1663 lv msg.

3 BED HOME IN ENCINITAS, CA, 15 min from San Diego, 1 1/2 mi to beach. Attractive 3 bed, 2 bath, 2 car garage. Excellent area. Worth 210k, with 90k equity. Will trade for free/clear yacht, motorsailer, powerboat, etc. Principals only. Call Mr. Winn (619) 944-0216.

SELL/TRADE 37 FT LOD HANNA KETCH, 1960. 10 yr major rebuild, launched '89. Volvo 36 hp, Loran, VHF, SSB, DS, OMEGA heavy built cruising double ender, live aboard survey, replacement \$90,000, market \$45,000. (Will consider all offers, sell \$25,000.) Call (510) 523-4038.

WANTED

WHISKER POLE - adjustable, by Forespar, and large enough for a 40 ft. sloop. (415) 588-3039.

WANTED, CRUISING SAILBOAT - approx. 35 to 38 ft LOD & 30-31 ft LWL, preferably of mid 80's vintage, such as Cabo Rico 38, Crealock 37, Endeavor 37/38, Sabre 36/38, Hans Christian 38, Valiant 37, etc. No brokers please. Qualified buyer. Call Shirley or Joe at (509) 627-6746 eves.

USED PROPELLER - need a used 'Gori' 2-blade folding prop; 15x10 right hand; 7/8 inch shaft. Bob Stevenson, (604) 339-7222 or fax (604) 339-

LASER/EL TORO - got an old junker cluttering up your basement? Want to sell it cheap? Rob (415)

MULTIHULLS · WINTER SPECIAL

Haulouts \$8.00/ft. • \$1.00/ft. layday 8 ton max. weight. Fiberglass repair available. PIER 66, 671 Illinois St., San Francisco (415) 431-6666



COMPREHENSIVE SERVICE OF FOR YOUR FINE YACHT (415) 461-5487

- THE JOURNEYMEN & CLASSIC RESTORATIONS
 - SYSTEMS INSTALLATION
 ELECTRICAL & MECHANICAL
 WOOD/GLASS FABRICATION
 - ☆ MARINE FINISHES

MARINE SURVEYOR

Serving all Bay and Delta Areas JOHN HALLANDER, P.E.

· Sail and Power · Fiberglass, wood, metal · 40 years experience • Free phone consultation • No travel charge • 24-hr service available Pt. Richmond (415) 237-8412 Bethel Island (415) 684-3454

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair Expert Paint & Varnish Work . Decks Refinished All Work Guaranteed Reasonable Rates 16 Years Experience (415) 331-9850



ANTARCTIC 43 · French Design

Legende 30, 33, 36, 37, 39, 42, 43 French Design Aluminum Hull & Deck Packages CDF Aluminum Yachts • Phone (206) 846-0134 • Fax (206) 847-1612

USCG CERTIFIED DAYSAIL CATAMARANS

Wave piercing dive boats and water taxis and custom performance cruisers. Send \$5 for information packet. GOLD COAST YACHTS, INC. • P.O. Box 1980 • Kingshill, St. Croix USVI 00851

(809) 778-1004

NAUTICAL ANTIQUES WANTED: telegraphs, binnacles, telescopes, wheels, compasses, dive hats, flare guns, big binoculars, good ship models, etc. (510) 523-1089 Stu 3-9 PST.

COMMUNICATIONS VESSEL for 1992 West Marine Pacific Cup yacht race. Be the key communications link for "The Fun Race to Hawaii." Leave San Francisco about July 6 and arrive in Kaneohe Bay 3-4 weeks later. Must be sound, well equipped, ocean-capable boat with strong electrical system. Skipper should be ocean qualified. Some expense reimbursement available. Please write to Pacific Cup Yacht Club, 2269 Chestnut St., #111, San Francisco, CA 94123.

SAILBOAT WANTED: 30 to 40 ft fiberglass sloop 1980 or newer, in good condition by private party with some down & ability to pay. Owner finance, assume loan or consider partnership. (510) 783-5567 lv msg.

BOATING PUBLIC RELATIONS AGENCY. The Northern California Marine Association (NCMA), a marine industry association, is looking for a local PR firm to handle media stories on all aspects of boating. Interested parties must be active boaters with a broad range of boating experience, both power and sail. The NCMA will be looking at proposals over the next several months to select a firm for a long-term commitment to promote boating. For further info contact Dee at (510) 521-2558.

CATALINA 22, 1987 OR NEWER. Must be in excellent to "new" condition with trailer and swing keel. Will consider wing or fin keel boat. (707) 523-9912.

WANTED: HOBIE 33. Call (707) 433-1736.

BOAT TRAILER WANTED for 19 ft fixed keel sailboat, or a trailer that can be modified to fit. (916) 758-5262.

HUNTER 35.5 1990 OR '91. Willing to pay up to \$65,000. Anywhere on the west coast. (206) 874-

LIVEABOARD 40-50 FT, SAIL OR POWER, w/cruising potential desired by 50 yr old male, lease/purchase option. Location SF to Redwood City. Kevin on Wed-Sat (415) 572-8558, Sun-Tues (707) 431-7073.

F/G SLOOP/CUTTER want best possible for Bay & coastal use. Have \$8,000 cash & proceeds from sale (trade?) of Coronado 23. Do not want wooden boat or fixer upper. 28 ft or better. I/B preferred. Call (415) 641-1237 after 7pm Tim.

CRUISING GEAR WANTED: So. Pacific charts, liferaft, ham, o/b, inflatable, GPS, ground tackie, VHF, sailing instruments, Chelsea clock/barometer, running rigging, max-prop, Furuno DS, hand bearing compass, binoculars, AP. Forsale: Farnet roller furling, bronze cowl ventilators, b/o. 346-9563, 225-0180.

TRIMARAN 37 FT TO 42 FT. Call eves after 6pm (916) 432-0807.

CRUISE EQUIP, CQR 60 or 75, Delta 75, 350 ft 3/8 proof coil, 8 to 10 hp outbd, inflatable, charts, weatherfax, lead & snatch blocks

3 in sheave, deck org/stoppers, 1/2 in halyards 120 ft, winch ST 3 in drum, handheld, lifesling, anchor roller, galerider. HAM, radar, drifter luff approx 55 ft, propane BBQ, binoculars. Eves (415) 728-0248, days (415) 852-5152.

CATALINA 25, late '88 or newer, wing keel, trailer, traditional int, sink in head, basic electronics, fresh water preferred. Bruce (916) 386-2622.

USED GEAR

DIESEL ENGINE 15 HP DOLPHIN, not running, repairable, lots of parts, best offer. Chuck (415) 433-0959.

SOBSTAD FULL BATTENED MAIN, like new. 1-30.5, E-9.02,

P-27.9, J-9.78 Save bigl \$ 350 Sobstad 110 roller fuler/headfoil \$150. 3/4 oz spinnaker unused \$250. Autohelm 1000 \$175. Dock box \$125. Anchor & rode \$50/ea. VHF Horizon \$75. (707) 226-7869 lv msg.

CRUISING SAILS, PINEAPPLE. Main, .75 spinnaker, 1.25 spinnaker P 49.2, E 14.6, J 16.7, I 55.4. Good condition. Cost \$3,000/ea sell for \$600/ea. Call Alex at (408) 997-7818.

MICROLOGIC M-8000 LORAN-C with 250 waypoints. Installed and can be tested. All operating manuals. \$500. Call (408) 624-2509.

USED LOW HOURS VOLVO MD11-C complete with saildrive unit, fixed pitch prop, excellent condition, in use in Puget Sound sailboat. Being removed for turbo unit. \$2,000 fob Tacoma, WA. Palletized for shipment. Call collect (415) 435-9544.

IMMERSION SUITS (2) small adult, new, extra custom chest lifting harness, custom removable gloves, custom chest radio pouch. Call AI (415) 268-9300, \$250/ea, new cost over \$425/ea.

LIFERAFT, GIVENS 8-MEN hard case, self-righting ballast system, double bottom & canopy, certification 11/91, the ultimate for survival, nothing compares. \$3,900. (408) 429-1993, fax 426-5580.

ARIES WIND VANE, fold up model, still the ultimate in performance, excellent condition, \$1,800. Graham furling system, kiwi made, perfect for boat to 50 ft, \$800. Zodiac Mark I, and Mariner 15 hp, excellent condition, both for \$2,500. (408) 429-1993, fax 426-5580.

ICOM M-700 SSB RADIO TRANSCEIVER plus ICOM AT-120 Tuner, plus Astron RS-20M 12 VDC power supply, plus Shakespear 23 ft SSB antenna - all less than 1 year old. Sold as a package: \$2,000. Is installed and can be tested. Call (408) 624-2509.

26 HP 2 CYLINDER FERRYMAN DIESEL ENGINE and transmission plus cruising spares, instrument panel included; top end done 1988, good shape, needs paint. \$1,000 b/o must sell (415) 365-1874 or (702) 883-6919.

SKIPPER MARINE HEAD, rebuilt, like new \$300. 2 new 10 gal. aluminum propane tanks, guages \$100/ea. 3rd lung scuba air compressor \$100. 2 Dorade boxes, 4* Nicro cowis \$100. 4 - 18 in. SS spring dockline snubbers \$50. Bill (510) 533-8654.

MONITOR WIND VANE. Total rebuild by factory in '89. Exc cond \$1,800. (907) 376-5816.

VOLVO PENTA MD2B, with transmission, runs, new starter motor, \$1,000. Ask for Doug (707) 526-1241.

1989 LOW HRS EVINRIDE 2 CYL., 3 hp, \$350. 1973 Johnson 20 hp w/remotes in excellent condition, \$900. (415) 397-6950.

ROLLER FURLER, CD Reefer, 50 ft, good cond, \$325. Stove, 2-bumer w/oven, SS, gimb, alcohol, exc cond, \$125. Lamp, DH Trawler, no glass, exc cond, \$35. WANTED: 4-man liferaft, windvane, Monitor, Aries, Fleming, Navik. (707) 935-1203.

BONAN\$A - Expedition surplus. Never used, still in boxes. Half price. Magellan GPS \$1,190; Avon 4 men offshore, \$2,450; ICOM SSB IC-M700 \$950, tuner \$450, Shipmate satnav \$450, EPIRB RLB-20 \$145, Spinnaker pole Nicrofico 12 ft \$125, solar panels. (415) 726-2560.

VOLVO MD3 DIESEL, 3 cyl, 36 hp, incl transmission, aqua-lift muffler, battery, tach, gauges, wire harness & manual. Runs good \$950. Avon redcrest & 2 hp Seagull, \$650. Crealock 37 (1978), loaded, \$75,000. Chris at (408) 423-4076

WINDLASS - Simpson-Lawrence SL-555, 2 speed, rope & chain.

3/8 "\$575. 200 ft HT chain. Needs galvanizing, \$100. (707) 795-8911.

GREY MARINE Sea Scout block, head & crankshaft, 4-4112 crankshaft, Danforth 28 lb anchor. All good cond. Best offer. 459-0624.

SCUBA COMPRESSOR, manual windlass, flexible fuel tanks, Baja filter, bilge pump, fuel cans, CNG tanks & more. Bob Schemmel (408) 294-

APELCO MODEL DXL6600 LORAN C. ICOM MIOO, VHF radio - 88 ch. Sybemet marine AM/FM cassette stereo w/equalizer. (415) 873-0348.

80 HP FORD SABRE DIESEL ENGINE freshwater cooled with 2.1:1 marine transmission/reverse gear. Exc running cond, \$4200 Call weekdays 9 to 8: (510) 620-0642.

FURLING GENOA7.5 dacron w/white UV Dacron furling cover leech & foot luff=55.40, foot=26.40, leech=51.80, lp=24.52, area=679, #6 luff tape, \$450. Mylar genoa 3/4 oz, luff=57.00, foot=26.60, leech=53.60, lp=24.84, area=708, \$370. Trinfaid spinnaker 3/4oz, luff=55.9, foot=33.7, area=1828, black & white, \$500. Furling genoa 9.0 oz Dacron w/white Acrilon furling cover, luff=54.8, foot=19.4, leech=54.8, lp=17.58, area=482, \$575. Robin (415) 332-4104, 9arn to 5pm.

MISCELLANEOUS

WABASCO - 32,000 btu circulating hot water diesel heater (12 vdc), circ pump, exhaust elbow, fuel filter, manuals. \$350. Rick (415) 331-2100.

MARINE TRANSMISSION, Borg Warner 2.9.1 to 1. \$800. (707) 553-9052.

JIB, ROLLER FURLING, lightly used UK110% for 40 ft boat. 46 ft luff, 20' Replacement \$3,200, ask\$850. Raritan PH II toilet \$50. Autohelm 6000 linear type II drive arm only \$800 never used. 4-12v fans \$20/ea. (408) 724-8188.

4 DANFORTH 22S ANCHORS, new, \$45/ea. 3-strand nylon line, new, 800 ft. 3/4 in @ \$.70/ft, 300 ft 1/2 in @ \$.30/ft. 2 MOB strobe lights, \$40/ea. Need 6-8 hp outboard, cruise gear. Trade? (916) 725-3579 Tom.

SURPLUS BOAT BOTTOM PAINT. Hard red vinyl anti-fouling bottom paint. Mfg. Woolsey 72% copper. Reg \$180/gal, my price \$50/gal. Also black vinyl available. Other mfg. available. Intl's Micron CSC. List \$219/gal, my price \$50/gal. Polyurethane \$20/gal. Primer epoxy \$10/gal. (415) 588-4678.

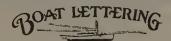
AVON REDCREST, motor mount, oars, seat. Great condition \$650. 11 lb Bruce anchor \$75. Avon 10 ft 2-piece river oars \$100/pr. Call (707) 745-3101.

ANCHOR WINDLASS-MAXWELL, new, V-1000, \$1,350 and V-3000, \$2,250, the ultimate for cruising, reliable and powerful. Low power draw. Mariner 4-bumer LPG stove w/oven, new glass door and broiler, kiwi made, the finest stove in the world \$1,250. (408) 429-1993, fax 426-5580.

NEW ELECTRIC MOTOR/GENERATOR system for sailboats. Electric propulsion system to replace gas system combined w/generator that changes from the free-wheeling of propeller in one unit. Will take solar assist in charging. Also some weight reduction. (415) 457-1081.

MARINE TECHNOLOGIES

Electrical Installation Instrumentation Specializing in Corrosion Control Devices PHONE (415) 331-0901 • FAX (415) 331-0822



PETER KAHL ARQUES SHIPYARD SAUSALITO

47' VAGABOND - 1984

Custom built, blue water proven, full cruise package, radar, SatNav, HAM, SSB, 2 VHFs, 2 Autohelms, B&G depth, wind, speed, log. 500 gallon/day water maker, 85 Perkins, 7.7 KW Westerbeke gen., Broken sail plan. Must sell due to illness. Vessel in Florida. Call SFYS (813) 821-0757

1985 KINGS LEGEND 41.4

Excellent condition, radar, autopilot, SatNav, Loran, Înverter 110 volt, dual pilot station. \$92,500
4 (415) 375-0365



DIESEL FUEL FILTERING Purify Diesel Fuel and Clean Tanks

Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel. Includes internal tank wash down. -- Save your injectors, costly engine repair, and down time. Your berth or boat yard. (510) 521-6797

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine.

Get hands-on experience adjusting valves, timing and engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays.

For more information, phone Technical Education Institute, (415) 233-3623

NO BANK WATERFRONT, 1 acre x 105 ft deep water, Port Madison, Bainbridge Island, Washington. Assumable financing. Will consider trade of equity for 40 ft to 50 ft offshore yacht. Asking \$295,000/neg. (206) 842-9350.

SATNAV/ANTENNA - Delux Vigil Model RX - new, still in the box, \$600. Hal Telereader Model CWR 6700 (automatically copies code from Ham receiver to tv monitor) \$250. Call Jack at (510)

BERTHS & SLIPS

UP TO 65 FT SLIP, NEWPORT BEACH. Available 2/1 to 5/31/92. Liveaboard possible. Lancer Landing. (714) 650-0168.

36 FT, PIER 39. Liveaboard, B-dock, exc. location, security. \$18,000 with no down, 5 yr terms or cash. (415) 728-3564 lv msg.

CREW

WORLD YACHT CRUISE. Aussie skipper 30 seeks intelligent slim & attractive female with sense of adventure to join current world voyage on 37 ft sloop. Must be fit & agile to enjoy water sports, unpretentious & able to cook. Financial to share expenses (about \$50/week for food, etc.). Experience not necessary, just enthusiasm, a fun personality & a positive attitude. Send picture, phone no, address to: Graeme, Yacht "ZAREFA" Ketchikan Yacht Club, PO Box 6694, Ketchikan,

WANT TO CREW ON AN OCEAN PASSAGE. Share expenses. Some coastal cruising experience. Physician. Celestial navigation. Need lead time to arrange time off work. Can meet your boat, help bring it back from Hawaii? Wendel Brunner, 5646 Ocean View, Oakland, CA 94618, (510) 601 1410 31 YR OLD & 56 YR OLD FATHER/SON available for bluewater passage making. Experience with sail handling, navigation, engines and electronics. Non-smokers, solvent. Pete (209) 383-1420 or (203) 749-0471.

CREW WANTED - for a 38 ft Alajuela, departing SF 11/92 for Mexico, Central America and the Caribbean. Prefer experienced crew to share expenses. Call Darby eves (415) 472-0640, days (415) 565-2579.

FEMALE, 20, extremely interested in sailing around the world and exploring places less traveled. I am hard working, enthusiastic, fun. Please call or write to Kan (415) 398-8542, 704 Bush St, #105, San Francisco, CA 94108.

AVAILABLE CREW. LFRFC. ANYWHERE. Looking for realistic first cruise. 3 weeks sure, 3 months sure. Further. Age 27. Responsible, able, stoked. Sooner the better after 6/1. Joseph Mess, 8629 Hume Ct., Elk Grove, CA 95624, (916) 685-5958.

EXPERIENCED SAILOR 44, bearded, attractive, non-smoker/drinker, laughs, smiles, communicates. Has IQ above room temperature, references, seeks experienced female crew for delivery of well-equipped sailboat from Caribbean to Seattle Feb-July. Expenses paid. Crew, Box 954, Seahurst, WA 98062.

FIRST CLASS CARE FOR YOUR BOAT. Knowledgeable sailor available to watch over and care for your boat. Responsible man, 34, with excellent boat maintenance skills and impeccable local references. Looking for liveaboard sailboat to rent, preferably in Sausalito. Call Joseph at (415)

CREW WANTED. 59 year old male planning enjoyable cruise in well equipped 36 ft sloop from Mexico (La Paz) to Florida, 10/92 to about 12/93. Need company, M/F, part or whole trip. Call Bill for info: (602) 779-0506.

SAILING LADY WANTED. Experienced mariner, 46, w/tough, fast, soulful 28 ft cust. sloop seeks humble healthy, adventurous NS lady to share expanding horizons and prep for S. Pacific sailing expedition. Enjoy teaching nav., seamanship, windsurfing, etc. Box 1513, Capitola, Ca 95010, (408) 479-0817.

I WANT TO CREW TO KAUAI, HI, between Feb. and March with a socially oriented local dog. Will help funding passage. References. John (707) 869-9134.

SAILING COMPANION/S DESIREDI Single skipper of Catalina 30 with 2 adolescent children seeks dedicated, courageous, energetic crew, M/F, any experience level, to sail on regular basis, with object of learning cruising skills. Frank (408) 720-1482 eves, (408) 720-5262 days.

WANTED: EXPERIENCED SKIPPER, couple preferred, w/mechanical & electrical knowledge to sail & maintain private

48 ft ketch now located in Panama. Planning to cruise Pacific coast of Costa Rica, MexIco & to California. Permanent position. Call Bob (818) 543-7436 or (213) 292-0800.

MARSHA (and Brandon) of Fairoaks: we spoke last year about cruising. Lost your number. NOEL on Hans Christian 33. (415) 364-6592 lv msg.

PACIFIC CUP '92. 46 y/o MD, 23 yrs sailing experience. Own a Sabre 34. 3 yr racing. 6th Div A 1990 Pacific Cup. Have general racing and nav skills plus medical and provisioning. Seeking crew position on 35 ft and above. Lv msg (510) 521-3370.

MATURE PERSONABLE CAPTAIN with daughter and crew seeks compatible lady (30-50) for extensive cruising to South Pacific-around the world aboard 50 ft sailing yacht. Prefer petite, adventurous, NS, sailor. Departure early 1992. (713) 538-1508, (409) 737-3035, Box 824, Kemah, TX 77565.

EXPRESS 37 entered in Pacific Cup, owners seeking exp blue water crew. Must be willing to share expenses & rewards of a moonlite ride to Hawaii. Crew will be selected by 2/15/92. Send resume to G.U., 611 Bounty Dr, #206, Foster City,

BUSINESS OPPORTUNITIES

ESTABLISHED SEATTLE SAILING SCHOOL, charters and rentals. Turn key operation. Profitable for 2 person team. Includes office equipment, computer and 54' sailboat. Possible trade for smaller boat plus cash. Written inquirles only. ECC. P.O. Box 31874, Seattle, WA 98103.

HELP WANTED

BOATHOUSEMAINTENANCE COORDINATOR 32 hr/wk position w/City of Oakland at Lake Mernitt. Duties incl: perform or coordinate all maint needs for facility, grounds, boats, and equip. Hourly pay \$9.01 plus benefits, closes 1/17/92. Call (510) 444-3807 for more info.

WANT TO TRADE your expert boat maintenance skills for liveaboard privileges in SF marina on 55 ft motoryacht. Must be non-smoker/drinker. Send qualifications & references to C.L.C., 542 Plamas St., Reno, NV 89509.

BOATHOUSE OPERATIONS COORDINATOR: 32 hr/wk position w/City of Oakland at Lake Merritt. Duties incl: staff supervision, training & coordinating the needs of all rental operations. Hourly pay: \$10.99 plus benefits, closes 1/17/92. Call (510) 444-3807 for more info.



DOUG SHOTTON

P.O. Box 121

Telephone (510) 235-6679

PROFESSIONAL DELIVERIES

Power or Sail - Worldwide or Local by USCG Licensed Master - Oceans, 200 Ton Insured - Free Estimates Captain Jordan - (800) 788-5551

ION ELECTRONICS, FRIENDLY SERVICES

Marine Electronics Service, Sales, Installations. Quality services dockside or in our shop;
Autopilot, Depthsounder, GPS, Instruments, Loran, Radar, Radio, VHF & SSB, DC & AC Wiring & Systems, etc. Seven days a week available!
Call us FIRST! ANYTIME! Ph. # (415) 948-6730 Fax # (510) 659-8601

USED GEAR / MARINE HARDWOOD & PLY

NEW HARDWARE – GREAT PRICES • 1 Day Delivery on Most Items STEVE'S MARINE HARDWARE • (415) 332-2500 So. end of Schoonmaker Bay 2 Bldg/10 Liberty Ship Way, Ste 167, Sausalito Now accepting consignment items for our new business in Sausalito

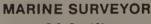
From Lydia B's Galley
a cruising cookbook from the Pacific Northwest send \$11.95 + \$1.75 postage and handling (WA residents please add 8.2% sales tax) to

Mountain View Enterprises 2442 NW Market St., Suite 52, Seattle, WA 98107-4177

BOAT CUSHIONS, CANVAS COVERS & REPAIRS 10 Liberty Ship Way #143 Sausalito • CA • 94965



Call: Brigitte Packer (415) 332-8025



El Cerrito, CA 94530

SAIL ALASKA

Cruise the Southeast Alaska Wilderness
Bareboat and Skippered Charters. Gene Buchholz, Captain
Waltzing Bear Sall Charters (907) 747-3608
4600 Halibut Pt. Rd., Sitka, AK 99835



STORM LEATHER

Beautiful and protective leather coverings for your yacht leather coverings for your yacht equipment. We specialize in wheels, tumbuckle, spinnaker poles, spreader and mast boots. **Custom Yacht Leather Craft** (415) 924-6510

BELLINGHAM CHART PRINTERS

Inexpensive Chart Portfolios on Plastic-Impregnated Paper Cape Flattery to Panama, South Pacific, Australia, New Zealand and more. Sample Chart and Index: \$2.00. Credited towards order. Established 15 Years. P.O. Box 1728L, Friday Harbor, WA 98250 1-800-643-3900 or (206) 468-3900

New VAGABOND'S

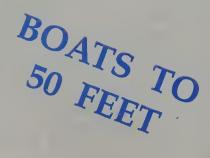
38' - 42' - 47' - 52' Dealer Inquiries (714) 675-2179

PIER 66

671 Illinois St., San Francisco ~ Qpen for Haulouts Winter special: 30' or under \$5.00/ft. haulout ~ 60¢/ft. layday Fiberglass & blister repair available (415) 431-6666

WINTER
SPECIAL
SPECIAL
Rate guaranteed
Rate guaranteed
for a full year.



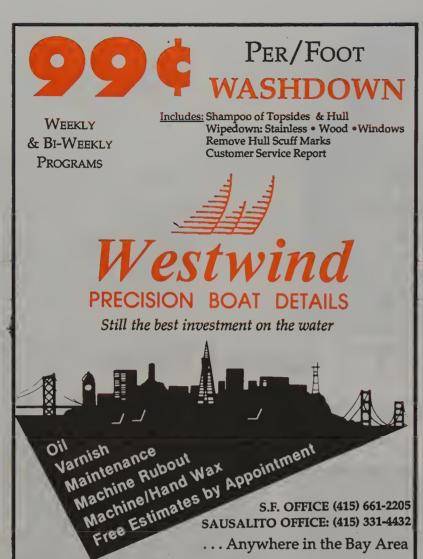


\$4.00 Per Linear Foot Slip Rental Rate... Lowest Rate in Marin and Sonoma Counties!





East of Novato on Highway 37 (415) 892-0923 or (707) 778-8055 Mail: P.O. Box 686, Novato, CA 94948





Electrical and Electronic Sales and Installations

Trouble Shooting • Batteries • Custom Electrical Panels
Ample Power • Apollo Diesel Generators • Solar Panels
Aplenglow Lights and Much Morel

Mailing Address: 3020 Bridgeway #443 Sausalito, CA 94965 Shop: Schoonmaker Bidg. 10 Libership Way #160 (415) 332-6726



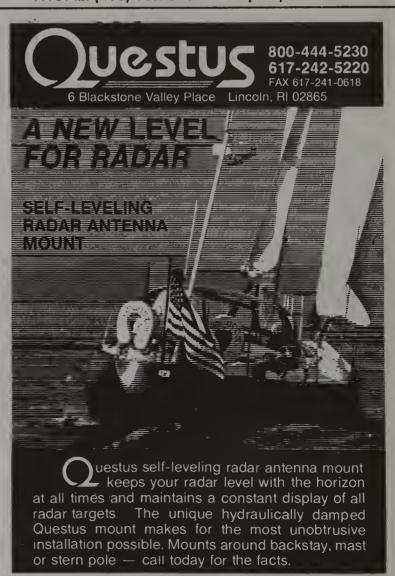


800-366-9316

*ARCO model 16-2000 (32.5Watt) 33 cell series 15.5 volts, 2.1 Amps peak power. ARCO model M51(35Watt) 35 cell series 16.5 volts, 2.1 Amps peak power. 16-2000's \$165 ea. M51's \$175 ea. \$10 off each module on 4+ purchase. Get together with your friends and save \$\$\$.



Active Technology 4808 MacArthur Bivd Oakland CA 94619



Stockdale Marine

Montgomery Sailboats & Dinghies • Mariner Outboards • Prindle Cats

• Specializing in Trailerable Sailboats • Over 50 Boats on Display •

4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 ~ (916) 332-0775 • Fax (916) 332-2500

SELECTED BROKERAGE

With Trailers

12'	Holder
13'	Cyclone
	•
14'	Lido (3)
15'	Coronado (3)
15'	Mutineer
16'	Parker 505
17'	Montgomery (2)
17'	Vagabond (2)
18'	Space Sailer
19'	Rhodes
20'	Santana (5)
20'	Windrose
21'	Freedom (2)
21'	Venture (2)
21'	Victory (2)

22' Catalina

23' Columbia

- 23' Ericson 23' O'Day
- 23' Santana (3)
- 24' Buccaneer 24' Intn'l 110
- 24' O'Day 240
- 24' Wavelength
- 24' Windrose 24' Venture
- 25' Catalina (5)
- 25' Lancer
- 25' MacGregor
- 25' Santana 525
- 26' Balboa
- 26' Ranger
- 27' Balboa
- 27' Cal 227

SELECTED BROKERAGE

Without Trailers

- 11' Barnet max
- 14' Force 5
- 14' Sunfish (2)
- 22' O'Day
- 24' Columbia
- 25' Dufour 1800
- 25' Tanzer
- 26' C&C
- 26' Ranger
- 27' Catalina
- 27' Lancer Motorsailer
- 28' Cal
- 30' Islander Bahama
- 30' Irwin
- 30' Rawson
- 32' Kettenberg
- 36' Catalina

DEALERS FOR

SAILBOATS

Montgomery 15' & 17'

DINGHIES

Montgomery 6'8", 7'11", 9' Livingston 7', 7.5', 9', 10' INFLATABLES

RIS, Quicksilver, Avon

POWERBOATS

Livingston 12', 14', 15.5' **OUTBOARD MOTORS**



CATAMARANS

Prindle, Nacra

TRAILERS

Trailrite, Zieman, Calkins, EZ Loader, Shoreline, DHL

ANCHORS

Fortress, Danforth, Bruce

ADVERTISERS' INDEX

ABC Yachts	13
Active Technology	. 15B
Adventure Cat Inc	.122
Alameda Yacht Brokers	.162
Allstate-Quan	12
Altamarine Electronics	44
American Battery	.111
America's Cup Services	99
Arena Yachts	17
Bailiwick Sails and Canvas	.111
Ballena Boy Yacht Brokers	34
Ballena Isle Marina	. 167
Sarefoot Yacht Charters	. 121
Bay Bridge Yachts	.164
8aytronics	70
8ay Riggers	24
Bay Yacht Service	. 104
Bed Mates	. 105
8enicia Marina	37
Berkeley Marina	57
Bluejacket Sailing Masters	59
Boater's Friend	46
Boy Scouts - Old Baldy Council	. 120
Boy Scouts - San Francisco	57
Boy Scouts - Stanford	.161
British Marine	
Brisbane Marina	
BVI Bareboats	.125
Cal-Coast Marine	14
Cal-Marine Electronics	52
California Custom Canvas	70
Calif. Maritime Academy	. 134
Canvas Shop, The	. 124
Cass' Marina	62
Central Coast Sailmakers	45

. 120.121

Helmur's Marine Service
Hewett Marine53
Hogin Sails42
Hood Sailmakers26
Integre Marine165
International Yacht Service59
Island Cruising122
J-Boats West20
Johnson-Hicks47
Kappas Marina59
Kensington Yacht11
Kona Kai Resorts40
Lager Yachts163
Lager Yachts
Larsen Sails
Leading Edge Sails47
Lee Sails
List Marine53
Mac Donald Yachts165
Marin County Boatworks37
Marina Palmira124
Marin Yacht Sales 166
Marina Village16
Marine Canvas Shop
Mariner Products
Mariner Sa Yachting Cntr 18-23
Marion, Sails by 133
Maritime Electronics 10
McGinnis Insurance39
Meridian Yacht Sales161
Metal Magic43
Metropolitan Yacht Club
Misty Isle Yacht Charters 123
Monterey Bay Fiberglass51
Mystic Clipper Syndicate41
Navico69
Nelson's Marine 16B

North Beach Canvas9B
North Sails25
North Sails
Oceanic Yachts
Offshore Medical Seminars 27
Offshore Sail & Motor Yachts, Ltd 125
Olympic Circle Sailing Club56
Ovster Cove Marina53
Pacific Coast Canvas57
Pacific Marine Exchange
Pacific Yacht Imports
Pacific Yachts
Pacific Yacht Imports 63 Pacific Yachts 160 Panda Sailboats NW 98
Passage Yachts
Pelafoam
Penninsula Canvas134
Petaluma Marina55
Pettit-Morry39
Pier 39 Marina12
Pineapple Sails3
Port Sonoma-Marin157
Premier Yacht Sales 1.65
Prvde, Neil Sails'
Questus 158
Raiatea Carefiage148
Railmakers SF Bay47
Richmond Boat Works
Richmond Marina Bay123
Richmond Yacht Service111
Rogers Electronic Service53
S.F. 8oat Show 17,39
S.F. Boat Works50
Sail Exchange44
Sail Fiji124
SAMS 105
San JuanSailing Charters 122
San Leandro Marina163
Sausalito Cruising Club27

Nor Cal Yachts23
Nor Pac Yachts161

candinavian Marine	
Scanmar Marine Products	
Scan Marine Equipment	
Schoanmaker Point Marina	
Seabreeze Limited	46
Singlehanded Sailing Society Smith Associates, Dee	135
mith Associates, Dee	13 <u>3</u>
Sobstad	7
Solar Electric Inc.	
South Beach Harbor	19
Sporky Marine Electrics	I 5 B
Spinnaker Shop, The	OB
Spurs	
Stanford University	
Starbuck Canvas	40
Stockdale Marine & Navigation Center	1.50
& Navigation Center	139 50
Stone Boat Yard Sutter Sails	Jo
Svendsen's Boat Works	134
Tasker Sails, Rolly	
Tedrick-Higbee	
Tortola Marine Management	123
Fradewind Instruments Ltd	17
Tradewind	17
Sailing Center	30.31
Frask Yachts, Don	20
U.S. Paint	
Valleio Marina	
Vessel Assist	
Village West Marina	120
Voyager Marine	62
West Marine	71
Western Boat Listings	53
Westwind Precision Details	158
Whole Earth Access	28
World Yachts Center	164
Yegen Marine	18
Z-Spar	9E
Y: 'Dashew'	164
Y: Lene Marie	

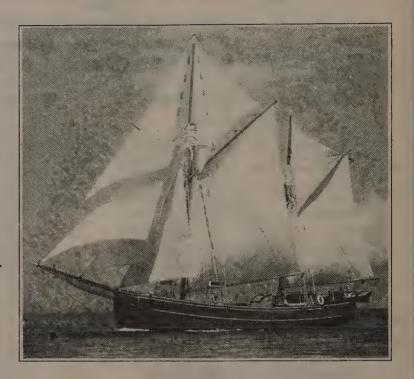
LENE MARIE: 103' GAFF-RIGGED KETCH Built 1910 in Denmark

She's just completed a major refit in Portugal and will be on the coast of New England during the summer, 1992. A 1/8 interest is for sale at \$50,000/offer/trade.

She has a full time professional crew of four, three owners' cabins (two with sinks) beautifully outfitted in wood plus sleeping accommodations for two more guests. She's equipped with full S.C.U.B.A. and compressor, wood dinghy and 14-ft. inflatable runabout (w/60-HP motor for water skiing), state-ofthe-art nav and communications equipment.

Lene Marie measures 76-ft. on deck and has 20-ft. beam. She's a comfortable sea boat capable of enduring severe sea conditions and has made at least one circumnavigation. Her registered draft is 7.5 ft. and she carries a total of 3,500 sq. ft. of sail rigged as a gaff tops'l ketch.

This boat bespeaks the elegance of a bygone era and all who have had the pleasure to sail on her will attest to her fine character and seaworthiness. This is an unusual opportunity.



For Further Information, call (415) 567-0418 or write Box 420217, San Francisco, CA 94142-0217.

MISTRAL IS FOR SALE!



1990 BENETEAU OCEANIS 430

Based on a Phillipe Briand Design (the design of the 1992 French America's Cup Challenger), this bluewater cruiser is now available for sale. The yacht is in bristol condition and represents an extraordinary value, priced well under its replacement cost!



1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (510) 236-2633 FAX (510) 234-0118



PACIFIC YACHTS

413 Lake Ave. Santa Cruz, CA 95062 (408) 475-5503 ice: 32 Cannery Row, Breakwater Marina, Monterey (40 Fax (408) 475-7661

dershin - Newports, Gulfs • Brokerage • Sail and Power

ABOUT PACIFIC YACHTS

During the past five years Pacific Yachts has consistently provided its services to the Monterey Bay Area boating community, as a Dealership of new Gulf and Newport sailboats and Brokerage of sail and power boats. More than 100 boats have changed hands during this period through Pacific Yachts' main office in Santa Cruz and branch office in the Breakwater Marina, in Monterey.

We offer a great selection of preowned yachts. Here are examples. Call for the latest listings:

NEWPORT 41, '81. Loaded with cruising gear. Berthed in Palmira Marina, La Paz Available for charter or purchase and lease back. Owner finance and terms of payment / Trade-in.

CATALINA 38, '83. Two to choose, Santa Cruz slip and charter program From \$42,000

ERICSON 35, '76. Diesel, Harken furling, Loran C. Catalina 22 trade OK. Terms.

UNION 32, '84. A full keel, well built and rigged cruising boat. Teak decks, beautiful interior. This canoe stern cutter comes with 3 sails, cruising spinnaker, Volvo diesel, electric and manual windlass, Loran C and complete navigation package, refrigeration, propane, autopilot, davits and inflatable. VELERO has all it takes for another cruise to Mexico.

CATALINA 30, '84. Estate sale. Only 320 hrs. in 3 cyl. fresh water cooled diesel. Roller furling, dodger, CNG, all navigation instruments on wheel pads, Loran C, autopilot, much more. Permanent transfer of berth in Monterey. Asking \$33,000 Other good listings: LANCER 45, TIBURON 36, NEWPORT 33, RANGER 33, ERICSON 32, CATALINA 27, 25 AND 22, YAMAHA 25, NEPTUNE 24.

CALL OR FAX FOR THE LATEST LISTINGS.

AGENTS FOR A LARGE FLEET OF NEW AND USED SAILBOATS, FOR CHARTER OR PURCHASE/LEASE BACK PROGRAMS: GREEK ISLANDS, CARIBBEAN, MEXICO AND SOUTH PACIFIC. TO LEARN MORE ABOUT THIS EXCITING NEW ENTERPRISE, CONTACT PACIFIC YACHTS SANTA CRUZ OFFICE. ASK FOR CHRIS CHRONES, EXCLUSIVE AGENT.

WANTED YOUR BOAT

IFYOU'RE SERIOUS ABOUT SELLING YOUR BOAT, POWER OR SAIL, CALL US NOW TO SEE IF YOU QUALIFY FOR YOUR FIRST MONTH BERTHING FREE ATOUR HIGH VISIBILITY SALES DOCK. WE HAVE AN EXCELLENT LOCATION AND CAN EVEN OFFER TRANSPORTATION OF YOUR VESSEL TO OUR SALES DOCK.

NORPAC YACHTS • (415) 485-6044

Valiant



32 • 37 • 40 • 47

Yachts

California, Nevada, Utah, Arizona

MERIDIAN YACHT SALES

(510) 521-1246

2415 Mariner Square Dr., Alameda, CA 94501

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

 Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.

Eliminate broker fees, advertising and bottling.

 Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



STANFORD AREA COUNCIL

BOY SCOUTS OF AMERICA

Ask for Bob Dillard

(415) 327-5900



NORPAC YACHTS

SAN RAFAEL YACHT HARBOR
557 Francisco Blvd., San Rafael, CA 94107
(415) 485-6044

FAX (415) 485-0335



1981 CHEOY LEE 41'
Offshore ketch, excellent equipment.
Bluewater cruiser/Liveaboard.
\$98,000.



CT 41 Eurpoe, Alaska vet. \$68,000



44' TEAK KETCH MS
Loaded cruise vet, excellent
liveaboard, dual stations.
Make OFFERS.



1939 Winthrop-Warner Yawl in Bristol cond. Just hauled & painted. Asking \$37,500.



NEWPORT 30 II
Proven winner in great one design
fleet. Roomy int. much recent work.
Asking only \$14,500.



31' COLUMBIA Swing Keel Cruiser. Try \$9,500



1983 SEA RAY 260 Twin six with trailer. \$27,000.



NEWPORT 27

Very roomy Bay/coastal boat.
Possible liveaboard. Atomic 4.
Must sell. Only \$8,000.



70' FANTAIL MY 1929
GMC diesel. Excellent liveaboard.
This truly fine classic is reduced from \$135,000 to \$99,000.
At our sales dock.

We need your listings!
Let our excellent location help sell your boat fast!



SAN FRANCISCO BAY

320 Horbor Drive, Sausalito, CA 94965 (415) 332-5311 • Fax. (415) 332-7036

The Bay Area's International Yacht Brokerage Firm

NEWPORT BEACH, CA 92663 SAN DIEGO, CA 92106

3471 Via Lido - Box 2268 (714) 673-5252 • Fax: (714) 673 8795 2353 Shelter Island Drive (619) 225-0583 • Fax: (619) 225-1325

Al Levenson **Bill Redfield**

Keoni Warinner

SEATTLE, WA 98109 1205 Westlake Avenue North (206) 282-4943 • Fax: {206} 235-4956

62' MOTORSAILER,

65. S&S/Minneford. Handsome lines, strongly built, fast pastagemaker Very equipped. Liveaboard, charter, extended voyages. Bay Area R.E. considered.







6148 Auxiliary sailing ketch, Perry de-sign. New bottom compatibilities and heads, plenty of storage. Fire-

place in the large salon. Teak interior. Replacement cost \$280k. In excellent condition, \$140,000.

HANS CHRISTIAN 48.

center cockpit cutter. 2 dbl staterooms. Mint cond. Fully found. Finest sailing vessel Hans Christian ever built. 2 available from \$340,000.

IRWIN 52 ketch, 1984. Fully found yacht in excellent condition. 3 separate staterooms w/master cabin aft. Many custom features. Fully equipped w/elect \$225,000.







PEARSON 530 ketch, 1982. South seas vet. Unusually well equipped. Center cock pit. Spacious interior Aft cabin. \$265,000.

VAGABOND 47, Garden ketch, 1985. Full electronics, Extensive spare parts. Aft master cabin takes full width of vessel



\$240,000.

CALL THE SAN FRANCISCO BAY OFFICE

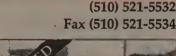
SAUSALITO (415) 332-5311

ALAMEDA YACHT BROKERS

1070 Marina Village Pkwy Alameda, CA 94501



28' NEWPORT, 1981. Terrific value in a family weekend cruiser. Very well equipped w/wheel, dsl, shore power, dodger, roller furling, electronics. Originally listed at \$28,000 – owner will sacrifice at \$19,500/offers.





31' PEARSON, 1978. Absolutely gorgeous, like new inside and out plus very well equipped. Low hours on re-cently overhauled engine. Just reduced



30' NEWPORT, 1983. Simply a great deal! Lots of gear in nice shape, 4 jibs, 2 spinnakers and main all North and hardly used. Try \$22,500.



33' RANGER, 1976. The nicest one I've seen in years. Cruise equipped, furling jib, all running rigging led aft, shows like new. One owner since '77. Ask \$28,000.

Next Open Boat Weekend January 11 & 12 List and Sell Quickly At Our High Traffic Location - Call Now!

YACHT

308 Harbor Drive • Sausalito, CA 94965 • (415) 331-0533 • Fax (415) 331-1642

JOHN BAIER • PETE FROMHAGEN • TOM RAFTER • PETER SHEPPARD



70' CUSTOM STEEL MS KETCH 1970 Dutch built, "one-of-a-kind", 6 staterooms. Perfect cruise/charter. Extensive inventory. \$395,000/offers • JOHN BAIER



47' GULFSTAR SAILMASTER 1979 Unique liveaboard w/sailing performance. Reblt dsl & genset, head w/tub, epoxy bottom, queen berth. Reduced \$139,000/offers • JOHN BAIER



32' GULF PILOTHOUSE SLOOP 1985 Delightful, accomplished pocket cruiser for couple. Almost new, well-equipped, seriously for sale. Asking \$45,000 • JOHN BAIER



63' CHEOY LEE MOTORSAILER 1983 The world's yours in this magnificent yacht!
Luxurious, immaculate, cruise equipped. Reduced \$600.000 • PETE FROMHAGEN



CT 48 KETCH 1978 Tri-cabin layout • just varnished • microwave wood burning fireplace • ultimate liveaboard \$140,000/offers • JOHN BAIER



40' NORDIC SLOOP 1984 True quality in design, construction & performance. 2 staterooms, diesel, etc. \$135,000 • PETE FROMHAGEN



Authorized Dealer





GLEN COVE YACHT SALES





PACIFIC 38, 1978

Built in New Zealand, she has cruised the South Seas and is ready to return.
Fully equipped for long range cruising.
\$84,500

25	PACSEACRAFT, 76	15,900
27	ISLANDER '83"	27.000
27	DUFOUR, '78	
27	CATALINA, '71	
30	LANCER 179	79.500
30		32 500
30'	NEWPORT 3 FROM \$	
30		25.500
32	CHRIS CHEROKEE, 69 5	100000000000000000000000000000000000000
35		
37	ERICSON, 74	32,000
	SEARUNNER, '79	
38'	PACIFIC, 78	0.0000000000000000000000000000000000000
39'		55,000
43'	HANS CRISTIAN, '78TAKING C	
46'	ALDENS HEXNER, 31	57,000
	We're Selling Boats - We Need Listings!	
		100000000000000000000000000000000000000

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE
• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

(707) 552-4206 • (800) 281-9224 FAX: (707) 552-4296

Off 780 Between Vallejo and Benicia Take Glen Cove Exit and Follow Signs to Glen Cove Marina • 2024 Glen Cove Road, Vallejo, CA 94591

LAGER & CAUGHEY

400 Harbor Drive, Suite C, Sausalito, CA 94965 Tel:415•332•9500 Fax:415•332•9503



41' Swan, 1974
Double aft cabin, good teak
decks, club footed jib, good
condition. \$120,000.



48' Swan, 1972
New Yanmar Diesel.
Excellent condition.
Impressive inventory.
\$199,000.



40' GARDEN KETCH, 1968
Bristol condition, double+2
single berths. Diesel, 60' S.F.
Marine Berth. \$75,000.



41' NELSON/MAREK SERENDETTY, 1982 A lot of racing boat with amenities for cruising. Good condition. \$59,000.

35' J-35 (2), '84 , '85, Full race	CALL
41' SWAN, '76, Beautiful, custom features	
41' SWAN 411, '78, Race/cruise	
43' SWAN, '70	
44' SWAN, '73 (2)	from 128,500
48' SWAN, '72, Nautor quality	195,000
57' SWAN, '79, Updated	CALL
58' BOOTHBAY Ketch, PH world cruise ready	3 45,000

LAGER YACHT BROKERAGE CORP.

New York • Sausalito



ON SITE
SALES DOCK FOR
QUALITY LISTINGS

(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067



44' NAUTICAT

19BO FROM FINLAND, PILOTHOUSE KETCH W/PROFURL HEADSAIL, QUALITY CONSTRUCTION, EXCLNT TEAK WORK INSIDE & OUT. LOADED W/GEAR INCL. RADAR, SATNAY & GPS. ASKING \$195,000.



44' HARDIN KETCH

1979 HANDLAID GLASS, TEAK DECKS, EXTENSIVE CRUISE EQUIP. INCL. AP, RADAR, 3.2 AUX. GEN., AUTO, WASHER & DRYER, CUST. INTER., LIVEABOARD OR CRUISE IN COMFORT. AT OUR DOCKS. OWNER WANTS ALL OFFERS.

32' FUJI

CUTTER RIG W/HOOD FURLING JIB, PISCES DIE-SEL AUX, ALL BARIENT WINCHES, IDEAL BAY OR OFFSHORE SAILER. ONLY ASKING \$32,500.





STRIKER F.B. SPORTFISHER

TWIN CAT DIESELS, 7.5 GEN., NEW ELECTRONICS, TUNA TOWER W/OUTRIGGERS. READY TO GO. NEW INTERIOR. TRY \$85,000.

SAIL - PARTIAL LIST	
58' CRUISING KETCH FROM NEW ZEALAND	\$175,000
51' PASSPORT	\$299,000
48' MAPLELEAF CUTTER	TRY \$98,000
45' JEANNEAU, OPEN TO TRADES BOAT/REAL ESTATE	\$175,000
44' CUTTER, MOWER DESIGN, MASTER MARINER WINNER	\$40,000
36' CHEOY LEE LUDERS SLOOP, LOADED W/GEAR, AT OUR DOC	KS ONLY\$37,500
32' ERICSON, DIESEL, DODGER/ROLL-FURL/LORAN, LOADED	\$27,000
32' ARIES, FULL KEEL, HANDLAID GLASS, NO BLISTERS	TRY \$28,000
31' SEA ISLAND SLOOP, MASTER MARINER WINNER, AT OUR DO	
25' YAMAHA, DIESEL, DODGER/FULL COVER, AT OUR DOCKS	\$10,500/OFFERS
25' FRIENDSHIP SLOOP, 1982 CLASSIC DESIGN IN F/G, AT OUR	DOCKS\$8,500
23' BEAR, FULL COVER, NEW KEEL BOLTS/BOTTOM, AT OUR DO	CKS \$3.500
22' CAPÉ DORY, 1982, CLEAN, FULL KEEL, AT OUR DOCKS	\$10,800
POWER - PARTIAL LIST	
701 FANTAIL CLASSIC	TRY \$90 000
70' FANTAIL CLASSIC	\$275,000
55' BLUEWAIER COASTAL CRUISER, 1988	\$150,000
52' HACKERCRAFT RESTORED TO BETTER THAN NEW	\$25,000/OFFERS
43' STEPHENS CLASSIC TWIN DIESEL, SAUSALITO BERTH	
36' MARINE TRADER, AFT CABIN TRAWLER W/BRIDGE, CLEAN	
33' TROJAN SPORT MACHINE	\$98,000/OFFERS
31' UNIFLITE, DUAL STEERING, REFURBISHED, INCL. MOTORS, SF	BEKIH INCLUDED
	ASKING \$39.500/OFFERS

BAY BRIDGE YACHTS

OPEN BOAT WEEKEND JAN. 17, 18, 19 OYSTER COVE MARINA



43' C&C LANDFALL, 1985 Liveaboard slip available. \$129,500.

SAIL	
22' TANZER, '74	\$ 4,500
25' O'DAY, '78	\$ 10,500
25' U.S. YACHT Sloop, '78	
27' CATALINA Sloop, '73	\$ 11,000
29' CAL 2-29 Sloop, '76	\$ 21,000
29' ERICSON Sloop, '71	\$ 15,900
30' CLIPPER Sloop, '77 w/trlr	\$ 16,500
30' ISLANDER Sloop, SD, '83	\$ 32,000
30' CATALINA Sloop, '76	\$ 21,900
	oats.

40' SWALLOW. by Swift. Ketch, etr ckpit, aft cabin, great liveaboard. \$98,000.

30' ISLANDER Sloop, '73\$	16,000
33' PEARSON Sloop, '75S	
36' PETERSON Sloop, '79S	75,000
37' TAYANA Cutter, '83\$	89,500
40' SWALLOW (Swift) Ketch, '82 .\$	98,000
41' CORONADO Sloop, '72S	54,000
41' MORGAN Sloop, '76S	44,900
43' C&C LANDFALL Sloop, '85 \$	129,500
45' COLUMBIA Sloop, '76S	65,000

At Our Docks ~ QUALITY BOATS NEEDED ~

Oyster Cove Marina, So. San Francisco

(415) 692-4169

Fax 697-3634

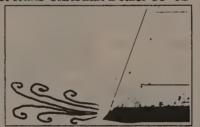
ityachts

10 Marina Blvd., San Francisco, CA 94213 (415) 567-8880 • FAX 415-567-6725

WORLD YACHT CENTER Christian Exclusive West Coast Hans Christian Dealer 33'-52



RELAX! 43' HANS CHRISTIAN, the most comfortable way to get there, the most comfortable way to be there. We have two beautiful boats listed starting at \$119,000.



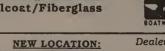
WIN! This FRERS 45 was too fast to catch it all. It's one hot, well equipped proven race winner. If you're interested in winning, call us for the complete listing info. Asking \$138,000.

SAIL			31
54	CT, 79	S169,000	31
48	HANS "CHRISTINA", '90		3
*47	RHODES MOTORSAILER, '74	5S119,000	
*46	MARINE TRADER M/S, '81	\$150,000	3
*45'	LANCER MOTORSAILER, '85		3:
*44	GULFSTAR (LVBD/CR), '82		3
*44	HARDIN KETCH, '77		1
43°	CHRISTINA, '88		3
	HANS CHRISTIAN, '88		L
	HANS CHRISTIAN, '79		5
43	WESTSAIL	S99,000	۱۱ ا
41	HANS CHRISTIAN, '84	S149,750	
			-

		_	
38T HA	NS CHRISTIAN	186	S127,500
		, '76	
36' Uk	ION, 81		\$67,500
		(5)	
		(3)	
		16	
		m	
POWER			
∞53′ Bi	JEWATER 81		SI 29,000

YACHT SERVICES

- Bottom Paint
- Electrical & Install
- Blister Repair · Gas & Diesel Service
- · Gelcoat/Fiberglass



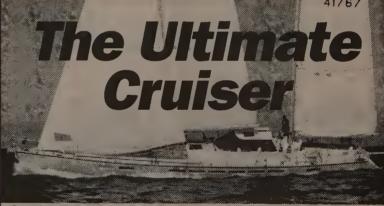


Northern California: 1070 Marina Village Alameda, CA 94501

(510) 521-5636

101 Shipyard Way, Cabin C Newport Beach, CA 92663 Ask for Craig Beckwith (714) 673-9128





Sundeer is the ultimate couple's cruiser. Her 66' waterline (67' LOA) gets you there fast, with minimum effort. Under sail or power she averages 10 knots with ease (powering range is 2700 miles at 8 knots). Her 6'2" draft will expand your cruising horizons. Carefully thought out systems provide ambiance and independence: at anchor you can go two weeks without a generator. Fore and aft watertight bulkheads, a double bottom, and heavy aluminum scantlings insure safety. Continuous hull windows, five large deck hatches, and thirteen dorade vents provide more natural light and ventilation than you've ever seen before.

At sea, Sundeer has a motion softer than vessels twice her displacement. She is easier to reef down, maneuver under power, and maintain than the average 40-footer. You can see this for yourself (with plenty of tips for your own cruising) in our new two hour video (\$27.50) or read about Sundeer in Offshore Cruising Encyclopedia (\$79.50). Both can be ordered (MC/Visa) by calling 1-800-933-2331.

Sundeer is seriously for sale, ready to go, without luxury tax. For more information on Sundeer or our other designs, 60 to 90 feet, contact Linda or Steve Dashew.

DASHEW OFFSHORE

323 East Matilija St., Suite 112-L Ojai, CA 93023, USA (805) 653-7208

PREMIER



YACHT SALES SAN FRANCISCO BAY

3300 Powell St., Suite 8 Emeryville, CA 94608

Fax 510.658.1635 (510) 652-2109



GULFSTAR 43° '79. Ctr cockpit, aft cabin, cruise equipped. New bottom. Great liveaboard. \$79,500.



PEARSON 365 - '79. Performance cruiser, a perfect '10', beautiful & laaded. Reduced to \$65,000.

BROK	ERAGE	OFFER	INGS
------	-------	-------	------

SAIL 47'		
47'	CELERE, new	\$275.000
45'	COLUMBIA, Must sell	\$69,000
43'	GULFSTAR, 1977	\$85,000
42'	H/RASSY, 1982	\$185,000
41'	ISLANDER FREEPORT, 1977	\$65,000
40'	SANTA CRUZ, 1985	\$85,000
36'	ISLANDER, 1976	\$32,000
36'	365 PEARSON, 1979	\$65,500
36'	CATALINA, 1983	\$62,500
35'	SPENCER, 1965	\$25,500
34'	ERICSON, 1988	\$84,000
34'	PEARSON, 1984	\$55,000
33'	NEWPORT, 1983	\$36.000
30'	NEWPORT, 1983	\$29,500
30'	CATALINA, 1978	\$ 24.500
30'	RAWSON, 1962 redu	ced to \$12,000
G	UALITY REPOSSESS	IONS MUST

<u> </u>	LICITAGO	
28'	NEWPORT, 1978	\$15,500
34'	NASSAU, 1986 cruising cutter	\$69,950
POW		
42'	CARVER, 1987	\$169,000
42'	CRUISERS, 1988	\$1.55,000
42'	GRAND BANKS, 1973	\$121.500
41'	OWENS, 1962	\$35,000
391	CHRIS CRAFT, 1985	\$69,500
38'	CARVER, 1987	\$185,000
38'	BAYUNER, 1988	\$125,000
34'	SEA RAY, 1986	\$62,500
34'	CH8, 1980	\$55,000
331	CARVER MARINER, 1986	\$72,500
291	AVANTI BAYLINER, 1988	
26'	SUN RUNNER, 1985, turbs	
26'	TROJAN, 1961	
DE	HOURATED MARKEDI	

		ICULTI I WEI GOOFSOIGHS WIGS!	DL	FIGOIDALED IMINET	MILLI
2	5'	YAMAHA, 1981, I/8 diesel	26'	SUNRUNNER, twins	CAL
		O'DAY, 1983, I/8 diesel\$22,000	28'	COOPER FLYSRIDGE, 1988	
	16'	ISLANDER, 1976 \$34,000	28'	CORONADO	CAL
4	יוו	ISLANDER F/P, 1977 aft cabin \$59,000	29'	BAYUNER AVANTI, 1988	\$32,000

MOST BOATS AT OUR DOCKS . LIST YOUR BOAT . SLIPS AVAILABLE



GIB SEA 43

Fortune accumulated over 20k miles of sofe performance cruising with her family of four during their 2.1/2 year saga. This "9" is ready to go, includes rafts, dinghy and games below. Priced





WYLIE 34

Scoop wants a new master. She's friendly, clean, obedient and trained! Taking offers!

C&C 38 Be ready for the '92 season. PHRF winner has recently undergone \$10K+ in upgrades. Priced for quick sale to qualified buyer at \$64,500.

KIWI KONNECTION
If you're looking for quality, speed and value consider the Kiwi option.

Our agent in New Zealand provides us with an astounding list of Farr, Elliott, Davidson, Young, and Wright designed race and race-cruiser sailing yachts. The selection is hand picked and competitively priced, and many include the round trip oirfare to beautiful New Zealand to view and survey. Ask about our extensive New Zealand listings.





1155 Embarcadero Oakland, CA 94606 (510) 465-6060





MAC DONALD YACHT

Brokerage • Insurance • Management

1450 Harbor Island Drive San Deigo, California 92101

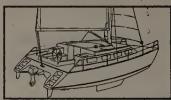
(619) 294-4545 Fax (619) 294-8694



42' CHEOY LEE CLIPPER. Professionally maintained since new. Outstanding choice for living aboard or world cruising. Autohelm 6000, Furuno radar, roller furling genny, Dutchman system on main and much more! Try \$89,900.



37' TARTAN. S&S classic with very few hours on Perkins diesel. Shoal draft with centerboard, long list. \$59,000.



30' ENDEAVOUR CAT. A unique design. Base price of \$69,950. Call for more information.



42' TAYANA. Performance design by Robert Harris, with custom factory interior. SatNav, 6-man life raft, inverter, Signet instruments. Giveaway price \$117,000.



51' PASSPORT. Just back from the Caribbeanl SatNav, GPS, radar, AP, full canvas cockpit enclosure. Top choice for the discriminating offshore cruiserl Reduced \$299,000.

27' Ericson, Inboard	\$7,000
27' Newport, inboard	9,500
30' Hunter	
30' Catalina	4 from 19,000
31' Ericson Independence, OWC	29.500
32' Britton Chance	21,000
32' Westsall	
33' Cheoy Lee	47.000
33' Irwin	
34' pearson	107,000
35' Allied	37 500
35' Ericson	2 from 27 000
35' Cheoy lee Lion, Glassi	
36' Catalina	3 from 46 000
37' Tayana MKII	Offere
38' Downeaster	2 from 49 000
38' Island Packet	139 000
40' Hans Christlan, Christina	199 000
42' Cooper Pilothouse	
47' Vagabond, as new	
48' Mapleleaf, loaded	
49' Transpac	139,000
54' CT	
- J-7 - V	

MacDonald Yachts is proud to announce that we are the dealer of Endeavour Yachts. The new line consists of a 30' catamaran and 45'-68' center cockpit performance cruisers! Please call us for more information.

MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



MEMBER

LOWRIE YACHT HARBOR 40 Pt. San Pedro Road San Rafael, CA 94901 Phone: (415) 454-7595 FAX: 415-454-2561

Telex: 384605 MYS UD



41' CT PILOTHOUSE KETCH 1975

Dual control stations, 70 HP diesel, owners double bed, separate stall shower, your chance to cruise in comfort and style. *For only* \$98,500.



ISLANDER 30 II, 1971 Race rigged. Very clean. Asking \$19,500.



32' WESTSAIL, 1979
A nice clean factory finished model, well equipped for liveaboard or offshore cruising. *Asking \$59,500*.



34' PEARSON
1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking \$68,000*.



34' SEAHORSE, 1984
Single 120 Perkins diesel, only 600 hours, queen forward, well maintained. *Asking \$75,000.*



When you sign up for a slip at Ballena Isle Marina, you get a

high quality, full service, well located marina. You also get discounts on all our marina services simply by presenting your berther's gate key. Call for details today.

CHECK OUT ALL OF BALLENA ISLE'S FEATURES:

- Limited number of 24-foot slips @ \$4.75/foot
- Choice end ties on marina entrance @ \$5.75/foot
- FREE reciprocal privileges at our other 4 marinas along the California coast
- · Launch ramp adjacent to the marina
- VISA/MC
- Union 76 Credit Cards
- Month-end billing extended to chandlery and fuel for our tenants
 - Prime Bay access
 - Free pump out
 - Deli

- Restaurant
- Showers
- Laundry room
- Lockers
- Dry storage
- Calm harbor



BALLENA ISLE

MARINA ON THE BAY AN ALMAR MARINA

1150 BALLENA BOULEVARD ALAMEDA, CALIFORNIA 94501

1-800-675-SLIP • (510) 523-5528

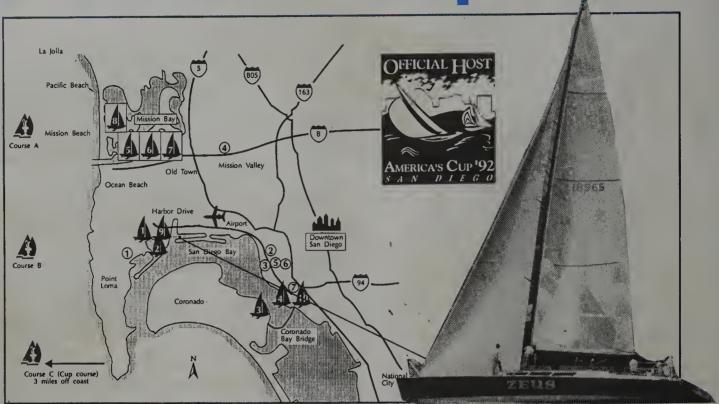
THE BOSUN'S LOCKER CHANDLERY NOW OPEN!

• Marine videos • Fishing gear

Gifts • Maintenance Supplies

Accessories One day service for items not in stock **Nelson's Marine Presents**

'Zeus' America's Cup Charters



See All the America's Cup Action Up Close Aboard 'Zeus'

- Certified for up to 25 people
- Daily sails 10am-5pm
- Minutes from airport
- In the heart of America's Cup Activity at Harbor Island West Marina
- Adjacent to lodging at



- Cost \$45/day* includes lunch
- Current airfare from \$59 one way
- An easy day trip, fun three day weekend
- Perfect corporate escape

FOR FREE BROCHURE AND INFORMATION CALL (800) 499-8448 • (510) 522-8614

The earlier you come to San Diego - the closer you'll get. Sign up now for a quick, warm, San Diego, America's Cup holiday. After all you may never be this close to the America's Cup again!



FREE Ticket Aboard 'Zeus'

with every haulout

FREE Monthly Drawing

Stop by and sign up - we'll pick a winner each month fram January through May for a FREE ticket aboard 'Zeus'.



2229 Clement Avenue • Alameda, CA 94501 (510) 536-5548

^{*} prices go up in March